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Vol. 71 Issue 11

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8635-8636	Maine Central* (Harvest Gold/Green) 562, 565
8637-8638	NC & St.L** (Maroon/Yellow) 706, 707
8639-8640	Pennsylvania (Dark Green/Yellow) 8800, 8806
8641-8642	Rio Grande* (Black/Orange) (small & large logos) 5101, 5103
8643-8644	Rock Island (The Rock) (Blue/White) 4434, 4446
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Wood Station Shed & Platform 933-3188 pkg(4) \$24.98 December delivery



Keep 'em Gleaming

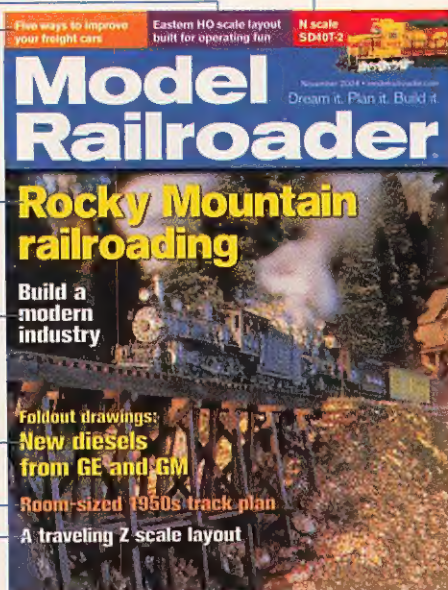
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The grandeur of the Rockies, the dazzling Cascades and the beautiful California coast would be lost to passengers if viewed through dirty windows! This all-new nonworking kit is based on the six-brush washers favored by many roads. Large brushes, simulated motor drives, sprayer and rinse nozzles, a washer control house and a detailed base plate with drains are all included.

Car Washer 933-3186 \$19.98 October delivery



76 114
64



On the cover: Double-headed steam in the Rockies! Steve Harris built this beautiful Rio Grande Southern narrow gauge layout in an office trailer. Steve Crise photo



6 From the Editor

Passenger modeling is hot

10 News & Products

Hobby industry news and product announcements

24 Railway Post Office

Letters from our readers

30 Workin' on the Railroad

A reusable diorama frame
by Lionel Strang

36 Workshop

Q's & A's and helpful modeling tips

40 Coming Events

Upcoming shows, conventions, and meets

50 Step by Step

Scratchbuilding structures
by Cody Grivno

56 Rocky Mountain railroading

HO narrow gauge in a narrow space
by Steve Harris

64 Five ways to improve your freight cars

Maintenance and detailing projects to upgrade your rolling stock
by John Pryke ▶ Online bonus modelrailroader.com

PROTOTYPE DRAWINGS

68 GEVO vs. ACe

Sophisticated new locomotives battle for market dominance
by Jeffrey Capps

76 An operating layout that delivers big-time fun

The HO Aquidneck Valley RR has provided 25 years of fellowship
by Lou Sassi

82 Ahead of its time

A forward-thinking 1950s layout design inspired this N scale plan
by Robert L. Warren ▶ Online bonus modelrailroader.com

90 A layout built to travel

Z scale Val Ease Central: a globe-trotting hobby ambassador
by Jeffrey MacHan

94 Modern monster industry

Techniques and materials to model a prefab concrete warehouse
by Dave Davis

102 Information Desk

Model a modern plate-girder bridge
by Carl Swanson

108 DCC Corner

Meet DecoderPro: a tool for programming decoders
by Mike Polsgrove

112 Product Reviews

Peco HO scale code 83 no. 6 turnouts
N scale Pennsylvania RR N5C caboose from Bowser
InterMountain N scale SD40T-2 "tunnel motor" locomotive
► Online bonus modelrailroader.com
World War II troop sleeper and kitchen car from Walthers in HO

118 Cartoon

122 Trains of Thought

by Tony Koester

126 Trackside Photos

143 Index of advertisers

144 Model Railroading is Fun

by David Popp

Coming next issue: In December we revisit Ken McCorry's enormous HO scale Pennsylvania RR layout, but this time it's set in the Penn Central era – and it's bigger!

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Passenger modeling is hot

Terry Thompson, Editor



It's only relatively recently that large numbers of us began to model passenger service with the same attention to detail that we've long given to freight service. Several factors have combined to create this welcome (well, to me at least!) trend.

The first is a geometric increase in the amount of information available about prototype passenger equipment and operations. Between the new railroad books published, the information provided by historical societies, and the information posted by enthusiasts on their own Web sites, assembling the information you need is much simpler than it used to be.

I remember trying to piece together consists and schedules from a combination of photos published in general-interest books on railroading and the timetables I bought at train shows. Now the plans for virtually every passenger car of the postwar era have been published, and books on passenger operations are available for most major railroads. The online auction service eBay has become a clearinghouse for memorabilia, and firms like Morning Sun Books have published dozens of photo guides to color schemes.

The second factor is a much higher level of awareness among model railroaders of the fact that passenger operations were far, far more than just matched streamliners ping-ponging their way from one end of the railroad to the other. Mid-route switching, including adding and dropping cars as well as splitting and combining trains, was more the rule than the exception. And overnight limiteds looked very different from day coach trains.

Mail and express operations added variety and complexity as well. Some "passenger" trains didn't even carry paying passengers, just mail and express, and didn't appear in the public timeta-

bles. They were first-class trains, however, and did run at passenger-train speeds so long as all the rolling stock was equipped for high-speed service and the train wasn't longer than the maximum length specified for passenger trains.

Adding a passenger train or two to your railroad can greatly increase the challenges presented to your dispatcher because of the differences in speed (just ask BNSF or CSX!), and that's doubly true when that high-speed train also stops occasionally to switch. Many trains even carried express cars and sleepers from more than one railroad, which offers visual interest as well.

The third reason passenger service is becoming a part of more model railroads is that the manufacturers are increasing their passenger equipment offerings (and with more prototype fidelity than in the past). Regardless of whether your trains are N, HO, S, O, or large scale, you probably have twice the number of cars to choose from that you had five years ago. Better still, most of the new model passenger cars have a specific prototype and a higher level of detail than the old standbys ever did. Now your *Sunset Limited* doesn't have to look the same (except for road name) as your buddy's *Afternoon Congressional*.

I'm not absolutely sure whether the fact that more cars are available has sparked more interest or that an increased level of interest has led to more models, and I'm not sure it matters to me. I just know that as a passenger train fan, I couldn't be happier.

Terry

Dream it. Plan it. Build it.

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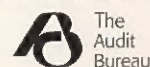
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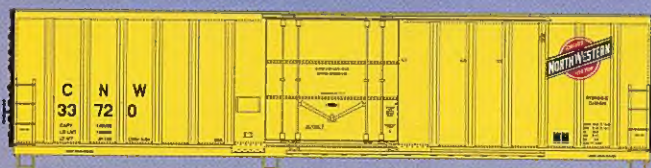
High Tech with a Future



HO
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The New Genesis™ NACC 50' Box Car

To most observers in the 1960s, the railroad industry seemed to have run out of steam. Interestingly, this was a period of development that would set the course of railroading as we see it today. The North American Car Corporation designed and built a 50' outside post, insulated, plug door box car which proved to be a vision of developments to come. Several railroads rostered this car with most of them either purchased by or leased to private shippers. Unlike most cars of this era that received plain paint schemes, the NACC cars were frequently decorated in complex, colorful paint schemes. When the NACC cars were built, general leasing, billboard paint schemes and modern freight handling techniques were still at least a decade in the future.



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- ❑ G4436 - American Colloid #1
- ❑ G4437 - American Colloid #2



- ❑ G4440 - Dresser Magcobar #1
- ❑ G4441 - Dresser Magcobar #2



- ❑ G4434 - D&RGW #1
- ❑ G4435 - D&RGW #2



- ❑ G4438 - Alুমax #1
- ❑ G4439 - Alুমax #2



- ❑ G4430 - Pullman Door - Undecorated
- ❑ G4431 - Superior Door - Undecorated

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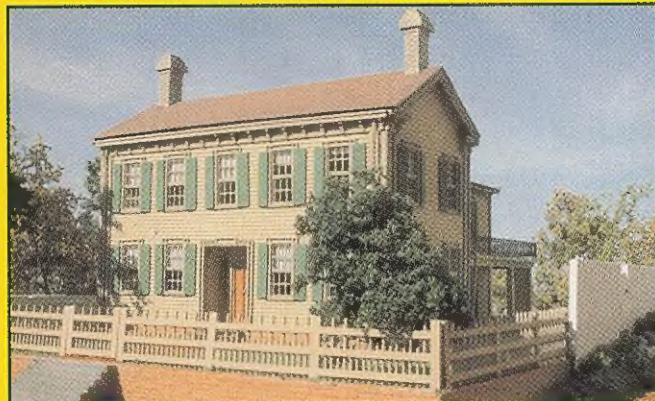
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Laser-Art Structures by BRANCHLINE TRAINS

The Lincoln House

This all new kit is based on the Lincoln Home in Springfield, Illinois - the only house that Abe Lincoln ever owned. He purchased the house in May of 1844 as a one-and-a-half-story cottage. The house was eventually expanded into two stories (as it is today), and is where the Lincolns raised their family for seventeen years.

This kit portrays the house as it was when Lincoln owned it and as it has been restored today. Our most elaborate kit yet, it features laser cut wood parts with tabbed construction and peel and stick trim, chimneys, gutters, downspouts, shutters, photo-etched porch railings, even correct fencing!



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News & Products



Record-breaking modular layout

In early August the Northern Virginia Ntrak club played host to an army of N scalers as part of The Capitol Limited 2004, this year's national N scale convention. As part of the event, clubs from 31 states and six foreign countries converged on the Dulles Expo Center in Chantilly, Va., for a train show featuring the world's largest Ntrak layout.

This monster model railroad contained 525 Ntrak modules, featured a main line that stretched for more than 70 scale miles, and cov-

ered an area the size of a football field. Thanks to the use of Digital Command Control, an operator could easily run a train over the entire layout (a trip that took more than an hour).

As part of the group's tradition of giving back to the community, Northern Virginia Ntrak donated part of the proceeds from the train show to Inova Fairfax Hospital for Children and Operation Lifesaver. —

David Popp, associate editor

How many Ntrak modules does it take to fill a football field?



► Highlighted in this issue

- 12** Railway Classics HO scale Rock Island Peoria Rocket
- 12** Walther's HO scale Santa Fe dome car
- 16** American Switch & Signal Proto:48 frogs
- 18** InterMountain HO scale EMD F3A and B units
- 22** Manufacturers listed in this month's News & Products

MTH enters HO scale market; announces Pennsy K-4 as its first locomotive

Mike's Train House (MTH) announced that its first HO scale locomotive would be a model of Pennsylvania RR class K4 4-6-2 steam locomotive. The new model will feature all die-cast metal construction and be produced in two versions with multiple road numbers available for each one.

The K4s will include MTH's newest digital sound system, Proto-Sound 3.0, featuring battery-free

operation and a wireless tether between the locomotive and tender. The electronics will operate on layouts equipped with DC control, Digital Command Control (DCC), and MTH's Digital Command System (DCS). The locomotives will also come with an MTH "puffing smoke" system that's synchronized with the movement of the drive wheels.

Delivery is expected in early spring 2005. No price has been set.



HO scale EMD F3s: These Soo Line F3s are recent additions to Athearn's Genesis line of Electro-Motive Division F units. Locomotive 200-A is based on the Phase II prototype, while unit 201-A represents a Phase III prototype. The models feature flywheel drives, wire grab irons, etched-metal grills, directional lighting, cab interiors, separately applied details, and fitted windows. The locomotives are wired with printed-circuit boards that can be replaced with drop-in Digital Command Control (DCC) decoders. Individual A units are \$129.98; two-unit A-A or A-B sets are \$259.98 each.

Life-Like makes noise with new HO locomotives

Life-Like Products will be releasing sound-equipped Electro-Motive Division GP9s and original United States Railroad Administration 2-8-8-2s in HO scale.

The GP9, part of the firm's Proto 2000 line, will feature a QSI Quantum sound system with dual speakers. Sound effects will include diesel rumble, horn, bell, squealing brakes, and air release. The sound system will work with conventional DC and Digital Command Control (DCC). Road names include Burlington Northern, Chesapeake & Ohio, and nine other railroads plus undecorated.

The firm will also be releasing original USRA 2-8-8-2s in its Proto 2000 Heritage Steam series (Life-Like's previous USRA 2-8-8-2s were the N&W's modernized Y3 version). The models will also feature a QSI Quantum sound system with dual speakers. Sound effects will include locomotive chuff, whistle, bell, squealing brakes, and air release. In addition, the models will have more than 190 factory-applied details and sliding cab windows. Road names include Clinchfield, Denver & Rio Grande Western, Norfolk & Western, Northern Pacific, Virginian Ry., and painted but unlettered.

Broadway Limited Imports announces die-cast metal 4-6-2s in HO

Broadway Limited Imports announced that it will be releasing die-cast metal Pennsylvania RR class K4 4-6-2s as part of its new HO scale Paragon Series Platinum product line.

The models are scheduled for release in October 2004 and will feature a QSI Quantum sound system, an extra pair of drivers with traction tires, and separately applied detail parts. The K4 models

will be offered with a slatted pilot and headlight on the smokebox front, a slatted pilot with a generator on the smokebox front, and a cast pilot with generator on the smokebox front.

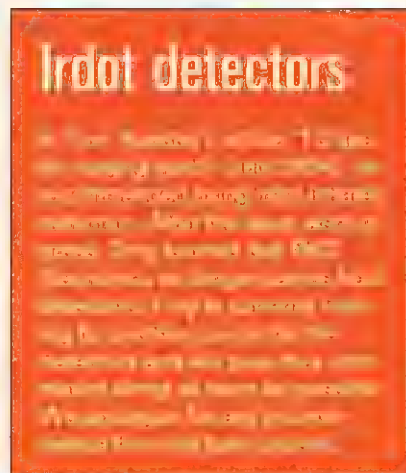
BLI will offer each version of its die-cast metal K4 in two road numbers and painted but unlettered. The HO scale models will sell for \$450 each and are scheduled for release this winter.

Industry News

Wm. K. Walther's, Inc., announced a new Gold Line series of ready-to-run HO scale freight cars. The models, scheduled for release between September 2004 and January 2005, will feature McHenry semi-scale sprung knuckle couplers, wire grab irons with molded drill starter points, and 28", 33", or 36" metal wheelsets as appropriate.

Freight cars offered in the new line include 41-foot ballast hoppers, 55-foot coil steel cars, 70-ton ore cars, 72-foot center-beam bulkhead flatcars, 89-foot tri-level automobile carriers, and 16,000- and 23,000-gallon tank cars. For available road names and more information, visit Walther's Web site at www.walthers.com.

Surrey Custom Models of Surrey, B.C., Canada, has purchased Alder Models (based in Deep River, Ont.), manufacturer of structure kits, switch stands, metal castings, and scratchbuilding supplies. Surrey Custom Models will manufacture and carry items currently in the Alder Models product line and plans to add new items in the coming months. For more information visit Surrey Custom Models' Web site at surreycustommodels.com or write to the firm at Box 34188, 17790 no. 10 Hwy, Surrey, British Columbia, Canada, V3S 8C4.





HO scale Peoria Rocket: Railway Classics is importing a ready-to-run brass model of the Rock Island's 1937 Peoria Rocket streamliner. The train consists of an Electro-Motive Division TA diesel locomotive, baggage-dinette no. 400 Joliet, coach no. 306 Ottawa, coach no. 300 LaSalle, and parlor-observation no. 460 Peoria. All of these

HO scale locomotives

Electro-Motive Division GP38-2 road switchers. Atchison, Topeka & Santa Fe (yellow warbonnet); Burlington Northern Santa Fe (Heritage I); CSX (blue, yellow, and gray); and Norfolk Southern (modern paint scheme). Upgraded drive with dual flywheels, Celcon handrails, and magnetic knuckle couplers. \$69.98. Ready-to-Roll. Athearn Inc.

Electro-Motive Division SD70MAC diesel locomotives. Alaska RR, Burlington Northern Santa Fe (Heritage II), and CSX (blue, yellow, and gray). Digital Command Control quick plug, working ditch lights, and Celcon handrails. \$139.98. Genesis series. Athearn Inc.

General Electric Dash 8-40B, Dash 8-40BW, and Dash 8-32BHW

diesel locomotives. New road numbers on Dash 8-40Bs decorated for Burlington Northern Santa Fe (Heritage I), Conrail, Norfolk Southern, and Union Pacific. New road numbers on Dash 8-40BWs decorated for Atchison, Topeka & Santa Fe. New paint scheme on Dash 8-32BHW is Amtrak California. Dash 8-40B with eight pin Digital Command Control (DCC) plug \$119.95; with electronic dual-mode decoder and QSI sound system \$229.95. Dash 8-40BW and Dash 8-32BHW with eight pin DCC plug \$129.95; with electronic dual-mode decoder and QSI sound system \$239.95. Ready to run. January 2005. Atlas Model Railroad Co.

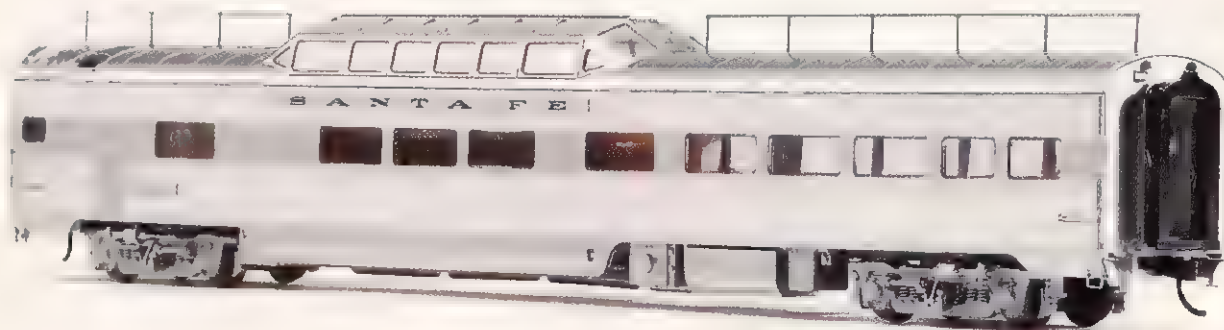
Alco RSD-15 diesel locomotives. With low noses: Atchison, Topeka & Santa Fe, \$249.99; Southern

Pacific, \$264.99; St. Louis Southwestern, \$264.99; and painted gray but unlettered, \$249.99. With high noses: Bessemer & Lake Erie, \$249.99; Duluth, Missabe & Iron Range, \$249.99; Penn Central, \$249.99; Pennsylvania RR, \$259.99; and painted gray but unlettered, \$249.99. QSI Quantum sound system and prototype-specific details. Broadway Limited Imports

Electro-Motive Division F7s.

Delaware, Lackawanna & Western F7A-B sets (powered A unit, unpowered B unit), \$169.95; single F7A units \$129.95. Models produced by Stewart Hobbies for Empire Northern Models

Electro-Motive Division E6 A and B units. Atlantic Coast Line A-B set; Atchison, Topeka & Santa Fe A-B set; Baltimore & Ohio A-B set;



HO scale Santa Fe dome car: The 500-series Pleasure Dome car is now available for Walther's series of Atchison, Topeka & Santa Fe Super Chief passenger cars. The model, priced at \$49.98, includes flush-fitting windows, interior details, working diaphragms, and optional wire grab irons and car-number decals. It also has provisions for interior lighting (sold as a separate kit).





cars have stamped fluting with a plated stainless-steel finish, working full-width diaphragms, and interiors. The locomotive has a can motor drive that will accept an Atlas-compatible Digital Command Control (DCC) decoder. The five-car train set sells for \$2,325.

Chicago & North Western A unit; Louisville & Nashville A unit; Milwaukee Road A unit; Rock Island A unit; Southern Ry. A-B set; Union Pacific A-B set; undecorated A-B set; and undecorated A unit. With and without Digital Command Control and QSI sound system. Ready to run. Proto 2000 series. Life-Like Products LLC

Electro-Motive Division GP38-2 diesel locomotives. With 88" nose: Burlington Northern Santa Fe, Clinchfield, Louisville & Nashville, Norfolk Southern, Pittsburgh & Lake Erie, Rock Island, Seaboard Coast Line, Soo Line, and undecorated. With standard nose: Boston & Maine; Burlington Northern; Conrail; Delaware & Hudson; Gulf, Mobile & Ohio; Louisville & Nashville; Missouri Pacific; and Union Pacific. Dual machined-brass flywheels, with or without dynamic brakes as appropriate, and magnetic knuckle couplers. Proto 2000 series. Life-Like Products LLC

HO scale freight cars

Assorted models. Boston & Maine 40-foot wood stockcar; Missouri Pacific Association of American Railroads (AAR) 50-foot boxcar; New York, New Haven & Hartford 50-foot double-door boxcar; Norfolk & Western 40-foot wood boxcar with steel ends; N&W AAR 50-foot boxcar; and Rock Island AAR 40-foot boxcar kits. \$10.98 each. Accurail

North American Car Co. 50-foot boxcars. Alumax, American Colloid Co., Chicago & North Western, Denver & Rio Grande Western, Dresser Magcobar, Trona Chemicals, and undecorated (with either Superior or Pullman doors). Metal grab irons, magnetic knuckle couplers, and prototype-specific details. \$24.98 each. Genesis series. Athearn Inc.



Assorted freight cars. Central of Georgia PS-2 two-bay covered hopper, \$39.95; Norfolk & Western 50-foot PS-1 double-door boxcar, \$28.95; and Rutland 40-foot PS-1 boxcar, \$37.95. Ready to run. Kadee Quality Products Co.

Mather wood boxcars. Ft. Dodge, Des Moines & Southern; Muncie & Western; and Tennessee Central. Proto 2000 Andrews trucks and blackened metal wheels with raised lettering. Ready to run. Proto 2000 series. Life-Like Products LLC

Steel caboose based on the United States Railroad Administration design. Central RR of New Jersey, Chessie System with Western Maryland reporting marks (four different paint schemes), Lehigh Valley, Norfolk & Western, and Reading RR. Association of American Railroads type B trucks, blackened metal wheels, and separately applied grab irons and handrails. Ready to run. Proto 2000 series. Life-Like Products LLC

Western Pacific 14000-series 40-foot rebuilt boxcars. Vacuum-cast gray urethane kits. With 5/5/6 Murphy ends or 4-section Hutchins ends. Includes detail parts and proprietary decals but no trucks or couplers. \$32 plus \$4 shipping. Missouri residents add 6.6 percent sales tax. Sunshine Models



Great Northern 40-foot truss rod boxcars. Cast-urethane kits. Original

Corrections

The wrong telephone number was listed for Kadee Quality Products Co. on page 16 of the September 2004 issue. The correct phone number is 541-826-3883

The Boston & Maine RR Historical Society notified us that its *Modelers Notes* compact disks listed on page 14 of the September 2004 issue are \$20 each plus \$4 shipping for one or both disks. Boston & Maine RR Historical Society, P.O. Box 469, Derry, NH 03038

The Pennsylvania RR Technical and Historical Society has asked that all orders for its new book, *The Pennsylvania Railroad in Cincinnati*, (mentioned on page 14 of the September 2004 issue) be placed online at http://club-e-stores.com/prr/prrths_store.html

body with as-delivered lettering; original body with 1920s lettering; modernized 22744-series cars with 1920s, 1937 to 1941, and 1948 lettering; and modernized cars with double-sheathed ends in 1920s, 1937 to 1941, and 1948 lettering. One-piece carbody and decals but no trucks or couplers. \$30 each. Westerfield

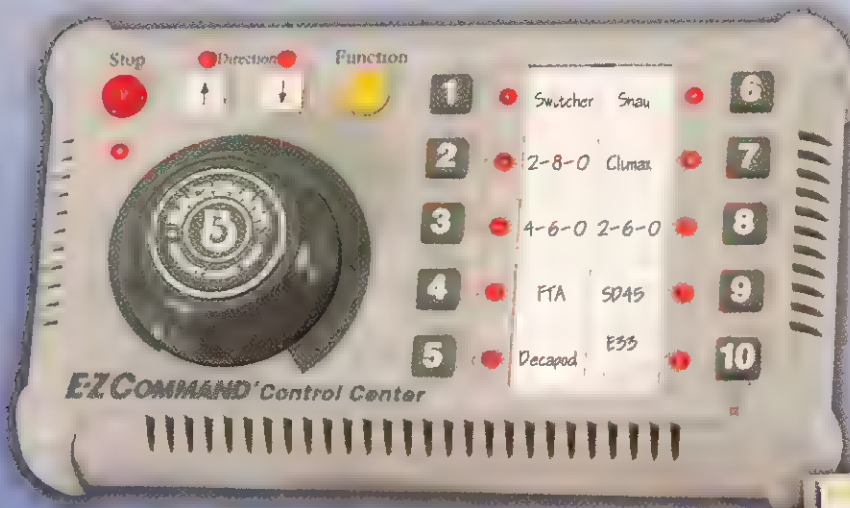
HO scale passenger cars

40-foot express boxcars. Canadian National; Chicago, Burlington

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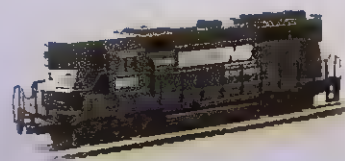
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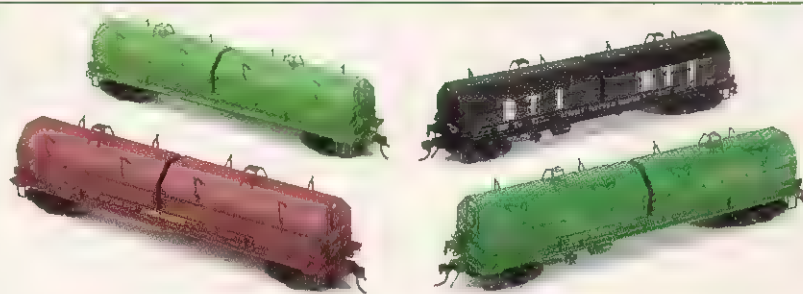


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News&Products



HO scale 100-ton coil steel cars: Red Caboose has released
 four more road names in its line of ready-to-run Evans coil steel cars.
 This group of models features the same carbody as those reviewed
 in the September 2004 *Model Railroader* but are fitted with angled
 hoods. The models are decorated for Burlington Northern; Detroit,
 Toledo & Ironton; Southern Pacific; and Reading. Each paint scheme
 is offered in 12 road numbers. The cars retail for \$34.95 each.

& Quincy; Chicago, St. Paul, Min-
 neapolis & Omaha; Great North-
 ern; Rock Island; and Southern
 Pacific. Allied Full-Cushion trucks.
 \$14.98. Ready-to-Roll. Athearn Inc.

**General American 53'-6" wood
 express refrigerator cars.** Chicago,
 Rock Island & Pacific; Denver &
 Rio Grande Western; Kansas City
 Southern; Louisville & Nashville;
 Missouri-Kansas-Texas; Missouri
 Pacific; Nashville, Chattanooga &
 St. Louis; Railway Express Agency
 (three versions); Seaboard Air Line;
 Union Refrigerator Transit Lines
 (URTX); Western Pacific; and
 painted Pullman Green but unlabeled.
 Factory-applied grab irons
 and ladders and Kadee couplers.
 Single cars \$26.99; two-packs
 \$49.99. Broadway Limited Imports

Troop sleeper express car kits.
 Baltimore & Ohio, Boston &
 Maine, New York Central, and Rail-
 way Express Agency. Etched brass
 sides and doors and injection-
 molded styrene core but no trucks,
 couplers, or underbody details.
 \$39.95 plus \$7 shipping. Brass sides
 and doors \$25 each plus \$5 ship-
 ping. Model Railroad Warehouse

**Pullman 12-section, 1-drawing
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 tral; Pullman; Southern Pacific;
 Union Pacific (gray); UP (yellow);
 and undecorated. Factory-installed
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 and handrails with molded drill

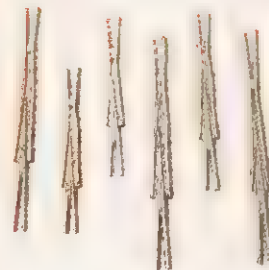
starter points, underbody details,
 removable roof with air condition-
 ing ducts, and prototype-specific
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HO scale structures



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shown: stk# 316 AT&SF ptd. Zebra Stripe, #802

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Winter 2004

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302	Alco RSD15 LH, ptd. & lettered AT&SF #9820, HO	\$249.99	311	Alco RSD15 HH, ptd. & lettered B&LE #881, HO	\$249.99
303	Alco RSD15 LH, ptd. & lettered SP #5160, HO	\$264.99	312	Alco RSD15 HH, ptd. & lettered B&LE #883, HO	\$249.99
304	Alco RSD15 LH, ptd. & lettered SP #5162, HO	\$264.99	313	Alco RSD15 HH, ptd. & lettered DM&IR #50, HO	\$249.99
305	Alco RSD15 LH, ptd. & lettered SSW #5151, HO	\$264.99	314	Alco RSD15 HH, ptd. & lettered DM&IR #51, HO	\$249.99
306	Alco RSD15 LH, ptd. & lettered SSW #5158, HO	\$264.99	315	Alco RSD15 HH, ptd. gray & unlettered, HO	\$249.99
307	Alco RSD15 LH, ptd. gray & unlettered, HO	\$249.99	316	Alco RSD15 LH, ptd Zebra Stripes & lettered AT&SF #802, HO	\$249.99
308	Alco RSD15 HH, ptd. & lettered PRR #8614, HO	\$259.99	317	Alco RSD15 LH, ptd Zebra Stripes & lettered AT&SF #811, HO	\$249.99
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*Hudson trade-in program only valid for end users. Original Hudson must be in good condition and must be the same model as the trade-in. Weathered, or otherwise detailed items are still eligible. International customers are not eligible. Parcel and may be check, MO, or credit card information. Only

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EMD E8 & E9 (Winter)	215.95 & up
USRA Light Mikado (09/04)	249.95
NAW Class A (Award Winner)	Call
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News & Products



HO scale EMD F3 A and B units: InterMountain Railway Co. has released F3A and B units decorated for New York Central; Baltimore & Ohio; Atchison, Topeka & Santa Fe (red warbonnet); Bangor & Aroostook; Central of Georgia; Chicago, Burlington & Quincy (freight and passenger schemes); Maine Central; New York, Ontario & Western; Northern Pacific; Southern Pacific; Union Pacific; and Western Pacific. The models feature eight-pin Digital Command Control sockets, five-pole motors with dual flywheels, and prototype-specific details. F3A \$124.95, F3B \$119.95.

windows, and trim; rolled roofing; white-metal chimney; and signs. Measures 7" x 4 1/4" x 3". \$34.95.

American Model Builders, Inc.

Jensen's Junction station. Wood craftsman kit with Mt. Albert Scale Lumber, illuminated interior with socketed light bulbs, Grandt Line detail parts, cedar shake shingles, lead-free white-metal detail castings, laser-cut acrylic window glazing, and cloth American flag. \$159. Memory Lane Studios

House kits. West Chicago St. bungalow. Printed on heavy paperboard. Includes two dormers, bay window, diamond shingles, and garage. Available in four different brick colors. \$9.99 each; three-packs \$29.50. Model Railroad Warehouse

Signal tower. Injection-molded high-impact polystyrene kit. Includes detail parts and instructions for painting and weathering. Based on Buffalo, Rochester & Pittsburgh Ry. prototype. \$16 plus \$6 shipping. Railway Design Associates

N scale locomotives

Electro-Motive Division SD70M, SD75M, and SD75I diesel locomotives. SD70Ms lettered for CSX; New York, Susquehanna & Western; Norfolk Southern; and Southern Pacific. SD75Is decorated for Canadian National. SD75Ms painted for Atchison, Topeka & Santa Fe and Burlington Northern Santa Fe (Heritage II). Die-cast

metal split frame, Micro-Trains knuckle couplers, directional lighting, and separately applied details. Ready to run. Late 2004 to early 2005. \$99.98 each. Athearn Inc.

Electro-Motive Division SD50, SD60 and SD60M diesel locomotives. New road names for SD50s include Conrail; CSX; and Reading, Blue Mountain & Northern. New road numbers on SD50s decorated for Denver & Rio Grande Western. New road name for SD60 is Soo Line (white, red, and black). New road names for SD60Ms are Burlington Northern Santa Fe and Norfolk Southern. New road numbers on SD60Ms decorated for Union Pacific. With Digital Command Control decoder (\$134.95) and without (\$99.95). Ready to run. January 2005. Atlas Model Railroad Co.

HO scale structure kit



Nella country store and post office kit. Laser-cut wood, white-metal detail parts, and signs. Measures 3 1/4" x 5". \$37.95 plus \$3.85 shipping. KingMill Enterprises

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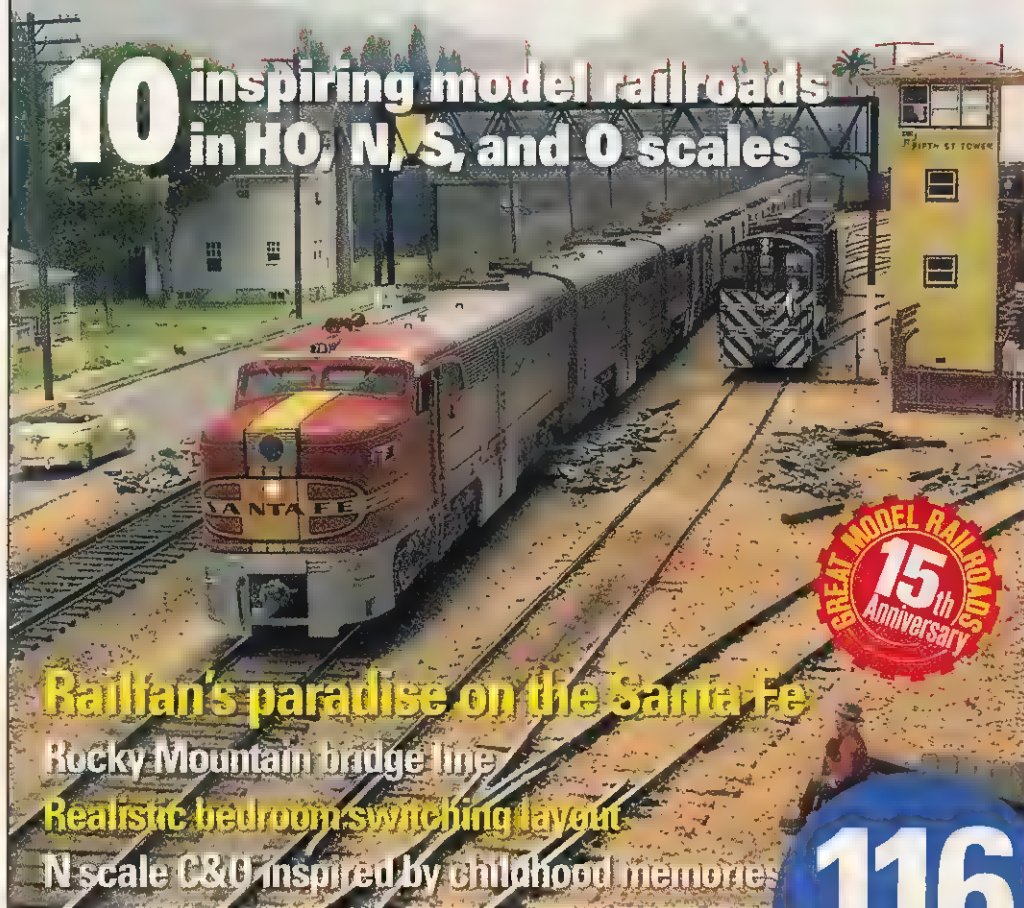
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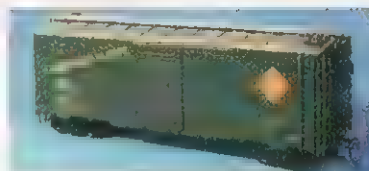
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News & Products

Club cars



Illinois Valley Division of the National Model Railroad Association (NMRA) American Car & Foundry three-bay Center Flow covered hopper. Accurail HO scale kit. Individually numbered cars. \$20 each postpaid (check or money order). NMRA Midwest Region Illinois Valley Division, John Stopa, 1831 Campbell Ave., LaSalle, IL 61301



Toledo, Peoria & Western Association of American Railroads 40-foot boxcar kits. Branch-line Trains HO models. Five road numbers. \$15 each plus \$4.50 shipping (\$1.50 for each additional car). \$70 plus \$8 shipping for all five cars. Checks and money orders only (made out to Division One, NMRA). Kevin Endriss, 2317 Wimbledon Park, Toledo, OH 43617



Bangor & Aroostook 40-foot double-sheathed refrigerator car. Micro-Trains N scale model. Included free with \$40 membership with *The N Scale Collector*. The N

Scale Collector, P.O. Box 30489, Savannah, GA 31410



Carbon County & Northern two-bay open-top hopper car. Accurail HO scale kit. \$13 each, two for \$25. \$4 shipping. Schuylkill Valley Model Railroad Club, 400 S. Main St., Phoenixville, PA 19460



Cincinnati Southern Ry. class GLa two-bay open-top hopper. Bowser HO scale kit. With Cincinnati, New Orleans & Texas Pacific reporting marks. Three road numbers. \$15 each or \$42 for all three cars, plus \$5 shipping. Cincinnati Division 7, MCR, NMRA, P.O. Box 43401, Cincinnati, OH 45243



Richmond, Fredericksburg & Potomac 40-foot PS-1 boxcar. Accurail HO scale kit. Two road numbers. \$14.95 each plus \$2 shipping. NMRA Mid-Eastern Region, Department MR, 9 Roosevelt Ave., Wilmington, DE 19804-3044

Electro-Motive Division GP60 diesel locomotives. Atchison, Topeka & Santa Fe; Burlington Northern Santa Fe; Denver & Rio Grande Western; Electro-Motive Division demonstrator; Norfolk Southern; St. Louis Southwestern; Southern Pacific; Union Pacific; and undecorated. Five-pole skew-wound motor with dual flywheels, split-frame mechanism, and eight-wheel drive and electrical pickup. Life-Like Products LLC

Lima 2-8-4 Berkshire steam locomotives. Chesapeake & Ohio,

Pere Marquette, Nickel Plate Road, and painted but unlettered. Five-pole skew-wound armature motor, eight-wheel drive and electrical pickup, and factory-applied detail parts. Life-Like Products LLC

N scale freight cars

United States Railroad Administration single-sheathed boxcars. Baltimore & Ohio, Chicago & North Western, Clinchfield, New York Central, Pennsylvania RR, Southern Pacific, and undecorated (7/8 and 5/5/5 end rib patterns).

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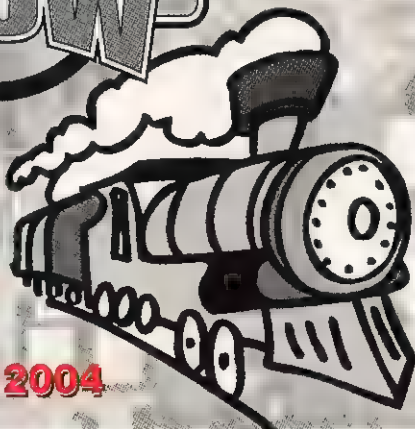
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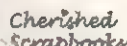
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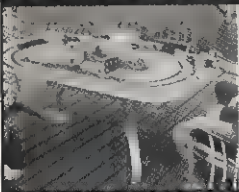


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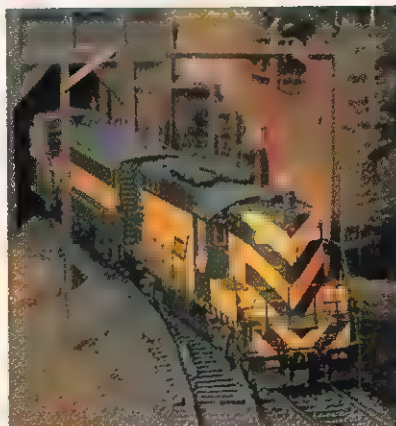
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Railway Post Office



Dave Rickaby

Iowa memories

I enjoyed the article "Sectional way to a great layout" by Perry Amicangelo and Dave Rickaby in the September *Model Railroader*. Revisiting the Chicago & North Western, Minneapolis & St. Louis, and the Milwaukee Road brought back memories of my youth in Iowa. I believe Perry and Dave have captured the true flavor of the C&NW and some of its neighbors. The icing on the cake is the M&StL 600-series engines that on the prototype were an early EMD conversion, FT units to GP7s. The C&NW doodlebug was great and I hope Perry will model one of the M&StL GE gas-electrics in the future. Let's see more.

Mike Porter, Parkville, Mo.

Congratulations

What a cover! It's great to see the C&NW on the front page! I also wish to congratulate Terry Thompson on tackling the licensing dilemma in his editorial. It's a thorny issue, but not one that is dying of its own accord. Unless more organizations speak out, it will continue to snowball and the railroading hobby as a whole will be seriously damaged to no one's benefit. Keep up the good work.

Steven Burrow
Lawson, Australia

Diplomacy

It was important for *Model Railroader* to comment on the issue of the Union Pacific licensing dilemma. Thanks to the insight and diplomacy of Terry Thompson we all have a better understanding of the real concerns of both the hobby industry and the railroads.

John Underhill, Granger, Ind.

One man's diplomacy...

Terry Thompson should be a politician. His editorial was long, but never made a stand on the licensing issue. The Union Pacific isn't an advertiser so why can't he either condemn or condone UP's recent actions. Just where does MR stand on the issue?

Bill Williams, Lacombe, La.

SDL trucks

I read Andrew Castle's article on the Wisconsin Central SDL39 and found it very informative. A modeling friend and I put our heads together a few years ago and built a Milwaukee Road SDL39. We looked at all the various options for geared trucks and found what we needed right in front of us. I had two Stewart Hobbies Baldwin AS616s, and their wheel and axle centers were so close to the SDL39's it seemed foolish to try anything else. We ordered the Stewart trucks and modified side-frames for them as in your article.

Bud Tibbie, Homewood, Ill.

Scientific expertise

Congratulations to Tony Koester on his article "Rocks aren't hard." I'm a soil scientist with a strong geomorphology background. I've mapped soils and landscapes around the east coast, and Tony's explanation of the formation of the Appalachians is quite correct.

I've often seen layouts with absolutely beautiful structures, rolling stock, and prototypical operation, but with geomorphology (scenery) that lacks believability. Of course I'm a scientist and a bit of a perfectionist, so I may be too critical. I know model railroading is supposed to be fun; I just wish modelers researched their scenery the way they count their rivets.

For modelers of Appalachian scenery, the Pennsylvania Geological Survey has a nice book called *The Geology of Pennsylvania*, edited by C.H. Schultz, second printing 2002. It has wonderful maps, photos, and text that can be a useful research tool for most of the Appalachians. Other Pennsylvania geology publications can be obtained on the Web at: www.dcnr.state.pa.us/topogeo/pub/lop.pdf.

Timothy A. Craul
State College, Pa

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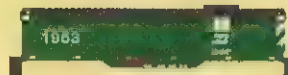


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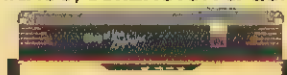
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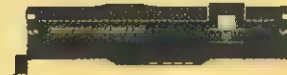
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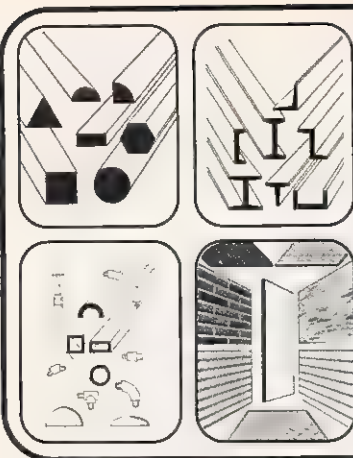
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Bob Madison, left, and Bob Warren operating at Ninigret Cove. Paul Dolkos photo

Getting them built

Bob Madison's "Prototype paperwork" article in the September issue was well done and carried lessons beyond its subject of paperwork. While nobody can tell model railroaders how they should enjoy the hobby, Bob's layout is a positive example of where the hobby could head - smaller railroads that actually get built. Bob's Ninigret Cove Branch is well thought out, well executed, and sophisticated beyond its size. It's also attainable for most hobbyists.

A Ninigret Cove layout could be speedily built to any degree of finish ranging from track on a plank to an extremely detailed P:87 railroad. As Bob explained, the layout has a lot of potential in spite of its size. And it would be easy to maintain, a subject that rarely comes up in discussions of large layouts.

Model railroaders often talk about how they'd build their "dream" layout if they were "lucky" enough to have unlimited space. Therein lies a big misconception - the association of dream layouts with large size. To me, Bob Madison, Bill Henderson, and John Wright all have dream layouts. The difference is their layouts are built in spaces available to everybody and can be built in a realistic amount of time. Sadly, it's common to hear owners of very nice smaller layouts almost apologize for the small size of their railroads.

One of the biggest threats to the hobby is inertia. Hobbyists often build massive fantasy layouts in their minds and feel that nothing less will satisfy them. Such massive layouts require so many resources and entail so many obstacles that most never get built. Layouts such as Bob's are not compromises and are in fact dream layouts and great model railroads.

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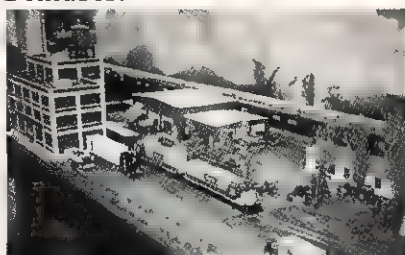
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John Armstrong, left.
 Photo by Linn Westcott

Friend and mentor

It saddened me to learn of the death of John Armstrong. Our hobby has lost a master of

innovative layout design, and although I never met him, I feel that I've lost a personal friend and mentor. His insightful, witty, and highly readable writing style has undoubtedly left many others feeling the same.

It was a treat to see his track plan story, "Tracking the Sierra," in the May MR, and I was hoping to see more of his articles in future issues. Thankfully, though, he has left the hobby a truly rich heritage - his books and articles are timeless and full of evergreen information and inspiration for present and future hobbyists.

As a teenager in the 1950s I always eagerly awaited each new Armstrong layout plan, and even today I frequently receive fresh enjoyment and enlightenment from them when I review my back issues of MR.

My sincere condolences to his family and his many friends.

Eugene A. Goser
 Folkestone, Kent
 United Kingdom

[Eugene, I'm glad to be able to say that you haven't yet seen the last of John Armstrong's work in *Model Railroader* magazine. - Andy Sperandio, executive editor]

Correction

In the illustration of the slide-switch turnout control on page 90 of the September MR, the hole in the switch rod should be elongated to 3/16" to allow for the difference in the travel of the slide switch compared to the turnout points. - A.S.

Comments, suggestions, and additional information on MR articles and departments are welcome in this column. Every comment will be read, but not all can be printed or answered. Make your statement in 300 words or less, and send it to Railway Post Office, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail rpo@mrmag.com. Please include your name, city, and state.



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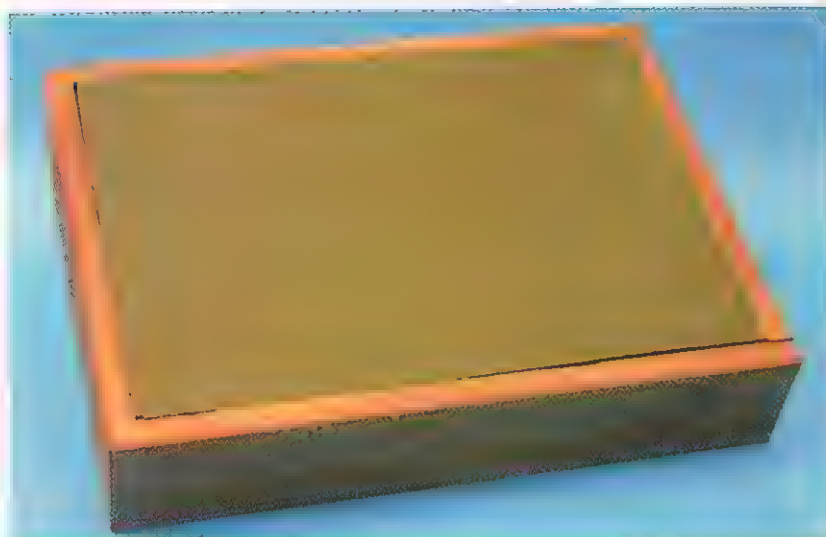


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Workin' on the Railroad

A reusable diorama frame



Lionel used painted foam insulation board nestled in a reusable wooden frame to make this diorama base to temporarily display a small structure. Lionel Strang photos

I was in my workshop not long ago, building a small diorama base for exhibiting an HO scale structure at a local hobby shop. I was creating enough sawdust to make a furniture factory proud when along came my wife Anne, who has never shown any sign of wanting to be a model railroader, but has always been interested in whatever project I'm working on and willing to offer a helping hand.

I explained that I was building the frame for a temporary diorama. Anne asked me why I didn't reuse the diorama I'd built a few weeks ago for a similar project. I explained how every model needed its own diorama base because they aren't reusable.

"In that case," Anne said, "why don't you build a basic frame and use some of that pink foam stuff [extruded polystyrene insulation board] as a removable base." The frame would have to be built only once and the base replaced each time I wanted to build a project.

Anne's idea was simple. Build a nice wooden frame and cut the foam to fit inside. When I wanted to build a new scene I'd just have to pop out the old base and drop in a new one. I realized that, once again, Anne had taken me by the hand and shown me a better way.

I selected 1 x 4 pine for the reusable frame of the diorama. I gave quite a bit of thought to how I would support the foam inside the

frame, and eventually I decided to add a wood ledge on the inside of the frame to support the insulation foam at the proper height. I was confident that pieces of 1 x 2 pine would work well for the ledge, having more than enough strength to hold the extremely lightweight foam while serving to stiffen the overall frame.

But what size foam should I use for the diorama base? I know what you're thinking; "You probably should ask Anne." But I was determined to figure out the rest of this project myself no matter how painfully long it took.

I drove to my local home improvement store and spent some time daydreaming in the tool section – as I always do – before I headed over to the aisle where the insulation board was stacked.

An employee named Bob, a very pleasant gentleman, greeted me cheerfully and asked if he could help. I told him I was trying to decide what thickness of insulation board I needed. Bob said the thickness depended on the type of stud I was using to frame my house. I tried to avoid telling him the real reason I wanted the insulation, but I eventually gave up and told Bob the whole story.



Careful measurements are a must when precision counts. Lionel discovered his 1½" insulation board is a bit thinner than advertised, a difference that would have been noticeable on his finished diorama.

As it turned out, Bob was also a model railroader and he readily agreed that Anne's diorama idea was an excellent one. He suggested I try 1½"-thick foam for the base.

The trickiest part of this project was figuring out how to position the support shelf so the top of the foam base would rest flush with the top of the wood frame. Bob had wisely suggested measuring the foam to get its exact thickness, which turned out to be in the neighborhood of 1½".

I decided on the size of my frame and cut all of the pieces needed. Next, I hacked off a hunk of foam insulation so I could trace a line along the inside of the frame pieces for the most accurate measurement of where to place the support shelf. I began assembling the frame by gluing it together using yellow carpenter's glue. I allowed each joint to dry overnight before adding the next piece. I glued in some corner gussets cut from scraps of the 1 x 4 pine.

The assembly took a few days but I didn't use any screws or nails

Continued on page 34



To determine the placement of the internal supports for the diorama base, Lionel held a scrap piece of insulation board flush with the top of the frame and marked the depth.



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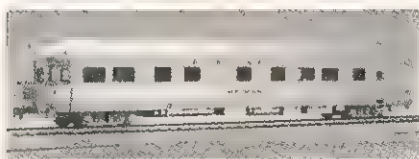
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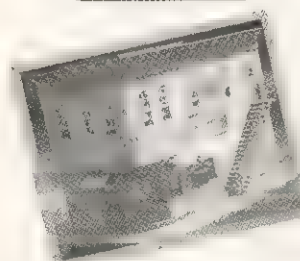
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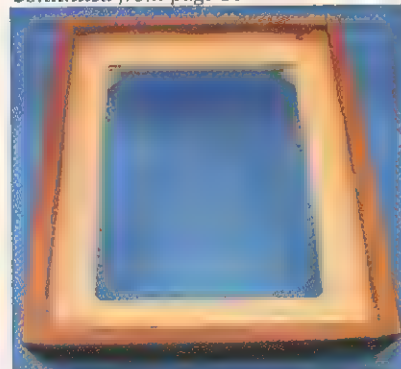
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The foam diorama base is supported by a 1 x 2 pine shelf, which also strengthens the frame. Lionel applied stain for a finished look.

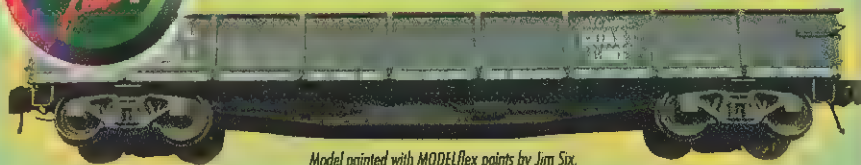
to complete the project, which gave the finished frame a very clean look. Finally, I applied two coats of Minwax Early American stain about an hour apart and left the frame to dry overnight.

With the frame complete, I placed it upside down on the foam insulation and traced out the area of the base using a utility knife to cut out the foam. To be honest it took a few tries before I got the foam to fit into the base, but after some trimming it dropped in without further problems.

It seemed as though the best approach would be to build the scene on the base before putting it into the frame. I used a dark green latex paint as a base color for the foam insulation.

Make sure to use latex paint, because the solvents in oil-base paint will destroy extruded polystyrene insulation board in a hurry – a fact I learned while building the Appalachian Central project railroad for the January 2000 issue of *Model Railroader*. What a day that was! I was progressing on the layout quite nicely and decided to give the foam landscape a base coat of dark green before applying any scenery. I was a quarter of the way around the layout before I realized the oil paint was dissolving my landscape! Believe me, it's the sort of modeling lesson you don't easily forget.

My reusable diorama frame was a simple and satisfying project, and it turned out well – with a little help from Anne and Bob! **MR**

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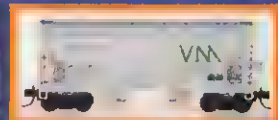
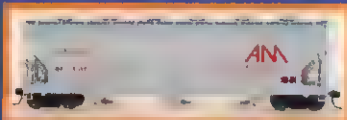
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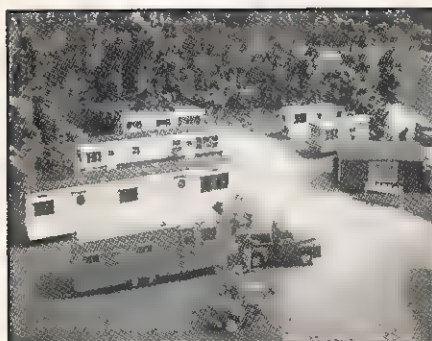
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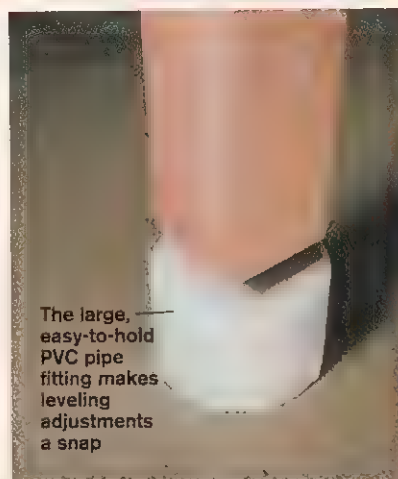
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Threaded bolt screws into tee nut mounted in bottom of leg

Handier layout leveling

Leveling a layout is a common problem as most basement floors slope toward the drains. It's also a major part of the work involved in setting up the individual sections of a portable model railroad. Dave Nagy developed this new style of foot that makes leveling quick and easy without using any tools.

Each foot is made from a 1½" PVC pipe cap mounted on a ¼"-20 bolt. He slips the ¼" bolt through a drilled hole and then adds a lock washer and nut on top. As he tight-

ens the nut, the lock washer bites into the cap to permanently secure the bolt assembly.

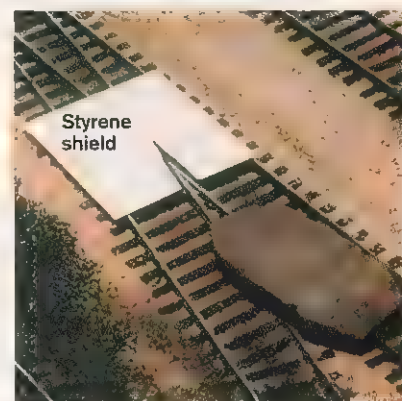
The matching legs are 2 x 2s fitted with ¼"-20 tee nuts at their bottom ends. These tee nuts are mounted on center and secured with epoxy. After threading the foot into this tee nut, he can easily adjust the leg length with his fingers to level the layout. The height of these new feet requires trimming about 2" off each leg. — *Jim Hediger, senior editor*

Careful track cleaning: After I'd spray painted my track, I discovered that I needed to protect my carefully weathered turnout guardrails during track cleaning. The problem was keeping the abrasive block from scrubbing the rusty paint weathering off the tops of the turnout guardrails.

To solve the problem, I made a handy styrene shield. The guardrail shield is a piece of .020" styrene cut to fit over my switch frogs so the abrasive block scrubs only the tops of the running rails.

First I cut the styrene sheet so it covered the frog and all guardrails. Then I removed a triangular piece a little bigger than the point of the frog. When I'm cleaning track and get close to a switch, I cover the guardrails of the frog with the shield. Then I clean the frog itself, as shown in the photo.

To clean the stock rails, I use an edge of the shield to cover the long guardrails, one at a time. By flip-



Greg Drewiske made styrene shields like the one shown here to protect the paint on turnout guardrails and frogs while cleaning his track with an abrasive block.

ping the shield over, you can use the same one for right and left-hand switches, but you'll need to make one for each size turnout on your layout.

*Greg Drewiske,
Wisconsin Rapids, Wis.*

Troop cars were covered some time ago in *Model Railroader* drawings and feature articles. Can you tell me when they were published and what cars were included in a typical military consist?

William Souder, Milwaukie, Ore.

A feature article and detailed drawings of World War II troop sleepers were published in the December 2001 *Model Railroader*, with coverage of the troop kitchen car in the February 2002 issue.

Back issues or photocopies are available from Kalmbach's Customer Sales & Service by calling 800-533-6644, or via e-mail at customerservice@kalmbach.com.

These cars were often mixed with heavyweight Pullman sleepers and baggage cars. Train size depended on the number of troops that had to be moved. Each kitchen car could serve about 250 men, so you'll need one for every eight troop sleepers.

For long-haul trains carrying 500 troops, 16 or 17 troop sleepers and two kitchen cars would be a reasonable-size train that could operate at passenger speeds. For smaller units, three to six sleepers and a kitchen car would make a nice "pike size" train. — J.D.H.

[For a review of the new Walther's HO scale troop sleepers and kitchen cars, see page 116 of this issue. — Ed.]

I have 40 Tortoise switch machines to install using printed circuit board edge connectors to wire them. Can you provide some part numbers for the connectors? I'd like to avoid soldering directly on the machines!

Thomas W. Volek, Lawrence Kan.

According to Circuitron, the edge connector that fits the Tortoise switch machine contacts is Digi-Key part number EDC 306100-ND 10-position (single) or EDC 305200-ND 10-position (double).

Note that the Tortoise will use only eight of the ten contacts, so it's recommended that you block the unused contacts with a piece of .060" styrene to prevent any potential misconnection.

Digi-Key's address is P.O. Box 677, Thief River Falls, MN 56701-0677, or visit its Web site at www.digikey.com. — J.D.H.

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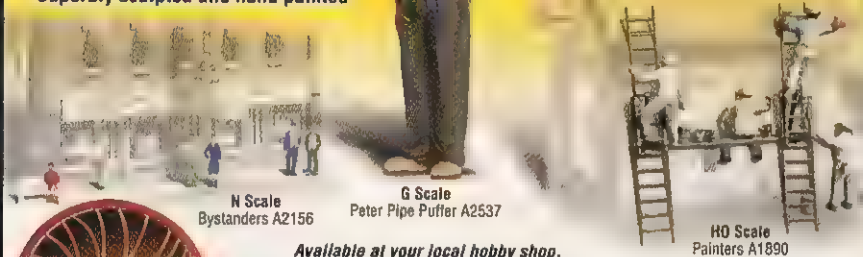
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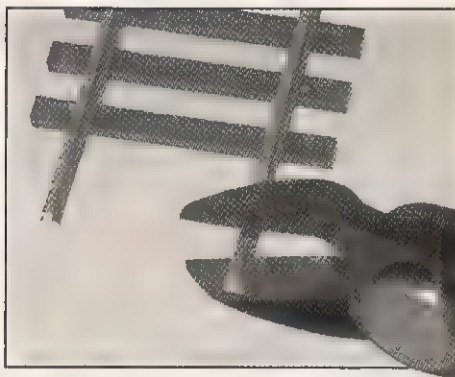
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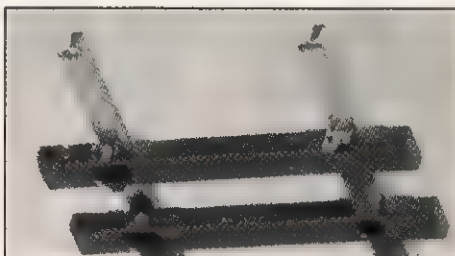
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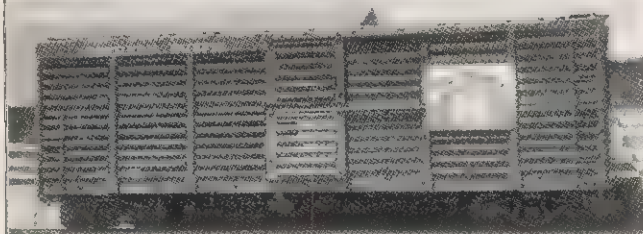


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Northern Pacific 40' Pig Palace Stock car No. 84123 in standard mineral red with silver roof and ends.
Ed Austin Photo

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The USRA Heavy 2-10-2 was the forgotten engine among the 12 USRA designs despite its impressive production totals. They were designed to haul heavy freight. The 2-10-2 wheelbase design was copied by many other railroads who did not get in on the original USRA production.

Of the 344 USRA originals and copies, 130 of them were for the Pennsy and 125 for the Illinois Central. When you consider the copies built in later years and the roads that acquired them through merger or purchase, it is not surprising that the 2-10-2's could be found almost everywhere. See our website for more details.

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Workshop

Has anyone used graphite lubricating spray to simulate accumulations of soot on locomotives? What better way to mimic carbon deposits than with a form of carbon?

Rob Bradley
London, Ontario, Canada

While it sounds good at first glance, I'd stay away from using graphite lubricant as a finish because it'll be difficult to contain. Unless it's sealed really well with a clear finish, the graphite is likely to come off anytime you handle the model for wheel cleaning or lubrication. Then it will transfer easily to anything else you may touch. My preference would be to apply a light spray of flat black paint that will stay put. - J.D.H.

Pine needle ground cover: Many layouts are forested with pine trees, but simulating ground cover between the trees is a challenge. Large quantities of real dried pine needles can be found under any pine tree. I grind them up in an old coffee grinder and strain out any remaining large pieces. Once applied on a bed of diluted white glue, the ground-up needles make for a very convincing and inexpensive forest floor. You may want to buy a new coffee grinder before tackling this project, however, as the coffee never tastes quite the same after grinding pine needles!

Klaus Ruland
Toronto, Ontario, Canada

Handrail stanchions: Do you know of a manufacturer that makes brass handrail stanchions for use on HO scale steam locomotives?

Robert Hodge, Elgin, Ill.

Several manufacturers offer brass HO scale handrail stanchions including Precision Scale Co. (www.precisionscaleco.com) and Bowser in its Cary parts line (www.bowser-trains.com). - J.D.H.

Workshop will pay \$25 for published tips. Send your modeling and layout-building questions and ideas to Workshop, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187, or e-mail workshop@mrmmag.com. We regret we can't answer all the questions we receive. There is no payment for questions; tips are paid for upon publication.

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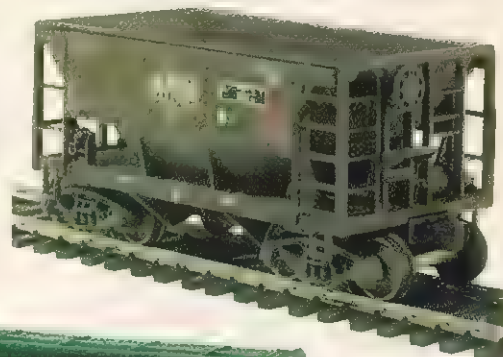


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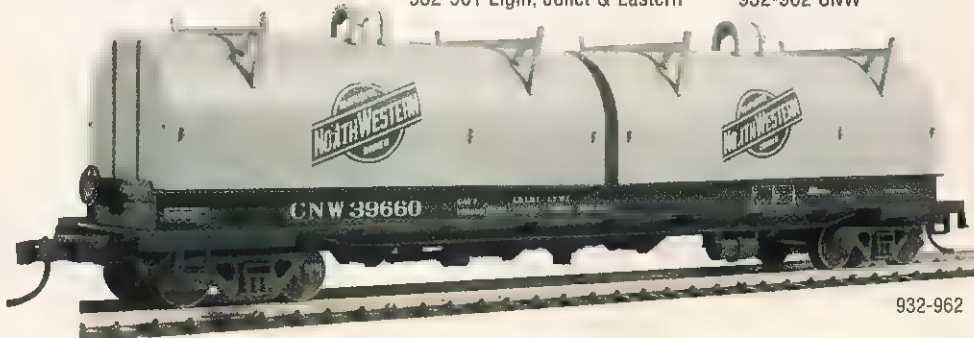
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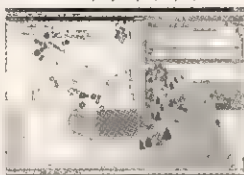
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Nancy Bartol

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Notices of model railroading events are published at no charge on a space-available basis. Information must be in our office 90 days before the event. To be published, notices must include the following information:

1. State 2. City 3. Sponsoring organization and name of the event, meet, show, auction, or open house 4. Date 5. Location 6. Time 7. Admission 8. Name and phone number of person to contact for information 9. Name and phone number of person sending the information

Mail to Coming Events, Model Railroader magazine, P.O. Box 1612 Wakelesha, WI 53187 fax 262-796-1142, or e-mail events@mrmmag.com

Mesa, AZ: TCA Desert Division Meet and Auction - Nov. 27-28. Centennial Hall. Mesa Community and Conference Center, University and Center Sts. Meet Sat. 9 a.m. to 3 p.m.; auction Sun. 8 a.m. to 5 p.m. Meet \$5, under 18 free; auction \$3. Ed Georgevich, 623-825-3996

Tucson, AZ: NMRA PSR Arizona Division Meet - Nov. 6 Junior League of Tucson, 2099 E. River Rd. 9 a.m. to 4 p.m. \$5. Rick Wheeler, 520-818-1547

Antioch, CA: Black Diamond Lines Model Railroad Club Show and Swap Meet - Oct. 30-31, Nov. 6-7. 425 Fulton Shipyard Rd. Swap meet 10/30 8 a.m. to noon. \$3 Show 10 a.m. to 5 p.m. \$2; sr. citizens and children \$1; under 6 free. Family \$5. Frank Horak, 925-706-9935

Barstow, CA: NMRA Pacific Southwest Region Cajon Division Model Railroad Celebration - Nov. 12-14. Barstow Ramada Inn, 1511 E. Main St. 6 p.m. \$8. Jan Westcott, 702-566-0856; wesvcs@cox.net

Corona, CA: Corona Model Railway Festival and Swap Meet - Nov. 13. Corona Heritage Park Museum, 510 W. Foothill Pkwy. 10 a.m. to 4 p.m. Free. Robb Judkins, 909-277-8229; corona_railroadfestival@juno.com

Danville, CA: European Train Enthusiasts Operating Exhibit - Nov. 26-Jan. 9. Blackhawk Automotive Museum, 3700 Blackhawk Plaza Cir. Wednesdays to Sundays 10 a.m. to 5 p.m. \$8. 925-736-2277

Glendale, CA: Glendale Model Railroad Club Open House - Oct. 30-Nov. 1. Fremont Park, 619 Hahn Ave. Sat. 10 a.m. to 4 p.m., Sun. 1 to 4 p.m., and Mon. 7:30 to 10 p.m. Free. Milt Harker, 818-248-2281

Los Angeles, CA: East Valley Lines Model Railroad Club Open House - Nov. 13. Travel Town Museum, Los Angeles Griffith Park, 5200 Zoo Dr. 11 a.m. to 3 p.m. Free. David Fowler, 818-889-6097; wpsnts@adelphia.net

Los Angeles, CA: Pasadena Model Railroad Club Operating Nights - Nov. 6-7, 9, and 13-14. 5458 Alhambra Ave. Sat. 1 to 5 p.m. and 7 to 10 p.m., Sun. 1 to 5 p.m., and Tue. 7:30 to 10 p.m. \$3; children \$1; under 7 free w/adult. Joe Behan, 323-222-1718

Moreno Valley, CA: Train Quest Model Railroad Super Store Swap Meet - Nov. 13 14161 Elsworth St. 7 a.m. to noon Free. Jim Bromar, 888-777-2258

Norwalk, CA: California Southern Model Railroad Club Open House - Nov. 13-14, 16. 12140 E. Firestone Blvd. Sat. 10 a.m. to 8 p.m., Sun. noon to 6 p.m., Tue. 7 to 9 p.m. Free. Dave Giglio, 562-863-3156

Roseville, CA: International Railfair, Inc., Northern California MR Show - Nov. 13-14. Placer County Fairgrounds, Washington and All American City Blvds. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$6; under 12 free. Bob Warner, 916-772-7502; bwarnert@softcom.net

San Diego, CA: San Diego Model Railroad Museum Operating Exhibit - Tuesdays through Sundays. Balboa Park, Casa de Balboa Bldg. 1649 El Prado Tue.-Fri. 11 a.m. to 4 p.m., Sat.-Sun. 11 a.m. to 5 p.m. First Tuesday of the month free. \$5, under 15 free. San Diego MR Museum, 619-696-0199; sdmrm@msabac.com

San Gabriel, CA: Highland Park Society of Model Railroad Engineers Open House - Nov. 3, 6-7. 854 L. Broadway. Wed. 7 to 10 p.m., Sat. Sun. noon to 5 p.m. Free. Jerry Brooks, 626-445-6024

San Pedro, CA: Belmont Shores MR Club Open House and Saturday Swap Meet - Nov. 20-21. Angles Gate Park. 10 a.m. to 4 p.m. \$1; family \$2. Belmont Shores Club, 310-831-6262 (Tues. eve.); schiller@pacbell.net

Santa Clara, CA: South Bay Historical Railroad Society Model Train Show and Museum Open House - Nov. 6-7. 1005 Railroad Ave. 10 a.m. to 5 p.m. \$3.50, 6-17 \$1; family \$8, SBIERS, 408-243-3969

Sunland, CA: Foothill Model Railroad Club Swap Meet - Oct. 30. Kmart parking lot, 8040 Foothill Blvd. 7 to 10:45 a.m. \$2; family \$3. Hank Diehl, 818-843-3699

Walnut Creek, CA: Walnut Creek Model Railroad Society Show - Oct. 29, Nov. 19-21, 26-28. 2751 Buena Vista Ave. 10/29, 11/19 8 to 10 p.m. 11/26 to 10 p.m. Sat.-Sun. 11 a.m. to 6 p.m. \$2; sr. citizens and 6-12 \$1; under 6 free. Don Hoggan, 707-425-3546

Boulder, CO: Boulder Model Railroad Club Train Show - Nov. 27-28. Elks Club, 3975 28th St. Sat. 9 a.m. to 5 p.m., Sun. 10 a.m. to 3 p.m. \$3, children \$1. Roy Johnson, 303-443-8604; royce@boulder.net

Colorado Springs, CO: Pikes Peak Nginers Model Railroad Swap Meet - Nov. 27. Shops of the Bluffs, 3650 Austin Bluffs Pkwy. 10 a.m. to 4 p.m. \$3; under 12 free. Joe Morgan, 719-575-9080; jml340@juno.com

Lakewood, CO: Foothills Society of Model Railroaders MR and Toy Train Swap Meet - Nov. 20. Christ on the Mountain Church, 13922 W. Ulah Ave. 9 a.m. to noon. \$2.50. Maynard Rorman, 303-985-4362

North Haven, CT: New Haven Railroad Historical and Technical Assn. Train Show - Nov. 13. Holiday Inn, 1-91 Rt. 5 exit 12 9 a.m. to 3 p.m. \$4; family \$6. Stephen J. Boccuzzi, 215-794-7897; nhrhta-pa@comcast.net

West Haven, CT: West Haven Train Show - Nov. 7. Knights of Columbus Hall, 263 Center St. 10 a.m. to 3 p.m. \$3; sr. citizens \$2; family \$5; under 12 free. Dennis Romano, 203-933-6406

Hartly, DE: Hartly Volunteer Fire Company Model Train and Toy Show - Nov. 20. Hartly Volunteer Fire Co. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Mike Wilbur, 302-492-0355

Fort Myers, FL: Scale Rails Train Show - Nov. 27. 28 International College, Renaissance Center, Winkler Rd. at College Pkwy. Sat. 10 a.m. to 4 p.m., Sun. 10 a.m. to 3 p.m. \$5; teenagers \$2; under 12 free. Jim Edmuer, 239-731-0520

Hollywood, FL: Big Pine and Sawgrass Model Railroad Assn. Open House - Nov. 14. 2940 Hollywood Blvd. 1 to 5 p.m. Donation. Kevin Patterson, 954-434-2043

Maitland, FL: TCA Southern Division Toy Train Show - Nov. 20. 21 Maitland Civic Center, 641 S. Maitland Ave. Sat. 11 a.m. to 4 p.m., Sun. 10 a.m. to 3 p.m. \$4, under 12 free. Arnie Travitsky, 407-260-8599

Ocala, FL: Lions Train Show and Swap Meet - Nov. 13. 14 Ocala National Guard Armory, 900 S.W. 20th St. Sat. 9 a.m. to 4 p.m. Sun. 10 a.m. to 3 p.m. \$4; under 13 free. Bull Haw, 352-369-5152 (days)

Norcross, GA: Greenberg's Train, Toy, and Hobby Show - Nov. 6-7. North Atlanta Trade Center, 1700 Jurgens Ct. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg Shows, 630-279-4087; staff@greenbergshows.com

Boone, IA: NMRA Mid-Continent Region Kate Shelley Division Meet - Nov. 6. United Community Schools, U.S. Hwy. 30 9 a.m. to 3 p.m. \$5; under 13 free w/adult. Rick Liebach, 515-430-7765

Cedar Rapids, IA: CM&S Train and Toy Show - Nov. 21. Teamsters Local No. 238 5000 J. St. S.W. 9 a.m. to 3 p.m. \$4, under 11 free. Ed Summering, 319-653-6249; midtrade@jowatelecom.net

Dubuque, IA: Heartland Rails Model Railroad Club Model Railroad Show and Swap Meet - Nov. 7. Tri-State Independent Blind Society, 3333 Asbury Rd. 10 a.m. to 4 p.m. \$2.50; children 50 cents w/adult. Gary, 563-663-0425 (days); heartlandrails@mcnhs.com

Aurora, IL: Little Q Model Railroad Club Open House - Nov. 19-21. Copley 2 Recreation Center, 517 N. Union St. Fri. 6 to 10 p.m., Sat. noon to 10 p.m., Sun. noon to 5 p.m. Loren Johnson, 630-892-5713

Centralia, IL: Southern Illinois Train Club Model Railroad Show and Sale - Oct. 30. St. Mary's Parish Gym, Rt. 161 E. Rt. 51 N. 10 a.m. to 3 p.m. \$3. Randy Domineck, 618-984-4474

Chadwick, IL: Northwestern Illinois Model Railroaders Open House - Nov. 20-21. Clubhouse, 101 Main St. Sat. 10 a.m. to 5 p.m. Sun. 10 a.m. to 4 p.m. \$1. Eric Sigel, 815-684-5699

Chicago, IL: Garfield-Clarendon Model Railroad Club Open House - Nov. 7, 21. Clarendon Community Center, 4501 N. Clarendon Ave. 1 to 4 p.m. Donation. John Molls, 773-728-8557

Chicago, IL: Lake Shore Model Railroad Assn. Open House - Nov. 6-7, 13-14. 9801 South Ave. G. Calumet Park Fieldhouse basement. 11 a.m. to 4 p.m. Donation. Phil Fournier, 773-445-8201; pfournier@amritech.net

Duquoin, IL: Southern Illinois Train Club Model Railroad Show and Sale - Nov. 21. Duquoin State Fairgrounds, Exhibition Hall. 11 a.m. to 4 p.m. \$3; under 12 free w/adult. Randy Domineck, 618-984-4474

East Peoria, IL: NMRA Illinois Valley Division Meet - Nov. 14. Illinois Central College. 1 p.m. \$1; under 12 free. Jim Carrow, 815-223-2527

Effingham, IL: Effingham Train Show and Swap Meet - Nov. 6-7. Village Square Mall, South Rt. 45. Sat. 9 a.m. to 9 p.m., Sun. 10 a.m. to 3 p.m. Free. Don or Nancy Barr, 217-536-6400 (eve.)

Elmhurst, IL: Elmhurst Model Railroad Club Open House - Every Friday and Sunday, 111 E. First St. Fri. 7 to 10 p.m., Sun. 1 to 4 p.m. Free. Dan Hollis, 630-833-7452; dholce@aol.com

Elmhurst, IL: Elmhurst MR Club Swap Meet - Oct. 29. Redeem Center, 345 S. Kenilworth. 6 to 9 p.m. \$4 \$10. Dan Hollis, 630-833-7452; dholce@aol.com

Gladstone, IL: Burlington Model Railroad Engineers Society Open House - Nov. 26-28. Rt. 1, 1300 North St. exit Highway 44. Fri. Sat. 10 a.m. to 4 p.m., Sun. noon to 4 p.m. Donation. Bob Drafaht, 319-753-6098

Glenview, IL: NMRA Midwest Region North Shore & Western Division Meet - Nov. 28. Glenview Public Library, 1930 Glenview Rd. 1 to 3 to 4 p.m. Free. Ingrid Dinzak, 773-545-5936; ingridredady@aol.com

Hillside, IL: Midwest N Pioneer Model Railroad Club Open House - Nov. 26-27. First Bank Bldg. (third floor) 456 W. Harrison St. Fri. 7 to 10 p.m., Sat. 1 to 6 p.m. Donation. Mike Reardon, 630-628-1945 (after 6 p.m.)

Midlothian, IL: South Suburban MR Show - Nov. 21. Midlothian Park District Bldg. 14500 S. Kostner. 9 a.m. to 2 p.m. \$1 \$10; under 13 free. Butch Becker, 815-458-6301

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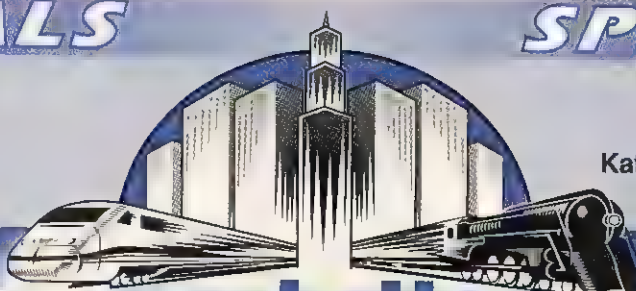
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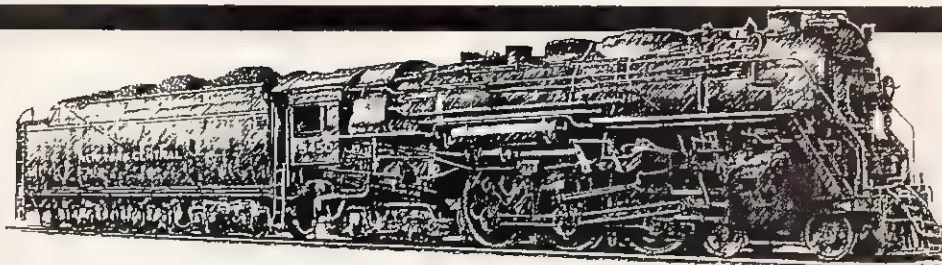
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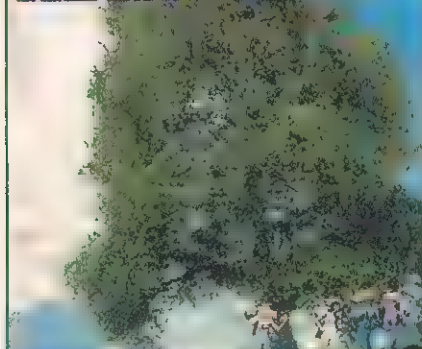
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Coming Events

Morrison, IL: Morrison Round Robin Railroaders Open House - Nov. 13-14, 320 N. Jackson, 1 to 4 p.m. Free. Paul Vandermyle, 815-772-3652; pvmyle@frontiernet.net

Oak Park, IL: Oak Park Society of Model Engineers Open House - Nov. 6, Dole Learning Center, 255 Augusta Blvd. Noon to 5 p.m. Free. Henry Kranz, 708-848-5716

Rockford, IL: Rock Valley Division Show and Meet - Nov. 6-7, Midway Village and Museum Center, 6799 Guilford Rd. 1 p.m. \$2. Joe Whinnery, 815-398-8973, jfwhinnery@aol.com

Wauconda, IL: Lake County Model Railroad Open House - Nov. 20-21, 107 S. Main St. (rear), 11 a.m. to 5 p.m. Free. Norm Kocol, 847-758-4604 (day); nkocol@mapessprowl.com

Wheaton, IL: Great Midwest Train Show - Nov. 14, DuPage County Fairgrounds, County Farm and Roosevelt Rds. 9:30 a.m. to 3 p.m. \$7; under 12 free. CIA Inc., 630-290-1962; info@greatmidwesttrainshow.com

Carmel, IN: All S Scale Model Railroad Show and Meet - Nov. 20, Carmel Lions Clubhouse, 141 E. Main St. 10 a.m. to 3 p.m. \$5; under 16 free w/adult. Charles Malinowski, 317-566-1748; bmrly1905@yahoo.com

Fort Wayne, IN: Fort Wayne Train and Collectible Train Show - Nov. 27, The Lantern, 4420 Ardmore, 11 a.m. to 4 p.m. \$3; under 12 free. Sally Valiton, 260-747-4485

Greenwood, IN: Greenwood Train Show - Nov. 20, Greenwood Knights of Columbus, 695 Pushville Rd. 10 a.m. to 3 p.m. \$3; under 12 free w/adult. Robert Kanter, 317-888-1096; locomoto1@earthlink.net

Griffith, IN: Ridge Model Railroad Open House - Nov. 20-21, Ridge Rd and Colfax Ave. 11 a.m. to 4 p.m. Free. Andy Hauser, 708-868-8749; drewal@juno.com

Highland, IN: Illiana Train Club Open Meet - Nov. 9, Bridges, 9600 Kennedy Ave. 7 to 8:30 p.m. \$2. 219-924-5534

Michigan City, IN: Duneland Model Railroad Club Swap Meet - Nov. 28, NECA/IBEW, 301 E. Eighth St. 10 a.m. to 3 p.m. \$3, 6-13 \$1; under 6 free. Dave Pearson, 219-879-5288; dpearson37@comcast.net

Terre Haute, IN: Terre Haute Toy Train Show and Swap Meet - Nov. 13, Terre Haute National Guard Armory, Maple Ave. 10 a.m. to 3 p.m. \$3; under 13 free w/adult. Ritchie Smith, 812-268-6667; beth@ccrc.com

Dodge City, KS: Boothill Model Railroaders Train Show - Nov. 20-21, 4-H Bldg., West Park St. Sat. 10 a.m. to 6 p.m., Sun. 11 a.m. to 4 p.m. \$4; under 10 free w/adult. Don Delzeit, 620-227-8141

Lexington, KY: Lionel Collectors Club of America Train Meet - Nov. 26-27, Continental Inn, U.S. 60 and New Circle Rd. Fri. 6 to 9 p.m., Sat. 10 a.m. to 3 p.m. \$4; under 12 free w/adult. Harry Overtoom, 859-268-1942

Louisville, KY: NMRA MCR Division 8 Train Exhibit - Nov. 26-28, Bill Collins Ford, 4220 Bardstown Rd. Fri.-Sat. 10 a.m. to 9 p.m., Sun. noon to 6 p.m. Free. Mike Berry, 502-245-1337

Louisville, KY: NMRA MCR Division 8 Train Show and Sale - Nov. 6, American Legion, Highland Post, 2919 Bardstown Rd. 10 a.m. to 3 p.m. \$5; under 12 free. Bob Dawson, 502-368-2607

Baton Rouge, LA: Tall Timber & Santa Fe MR Open House - Nov. 20-21, 3023 Tall Timber Rd. 1 to 5 p.m. Free. Jim Lollard, 225-292-0598, jlo811@aol.com

Brockton, MA: Brotherhood of Temple Beth Emanuel Train Show - Nov. 7, Temple Beth Emanuel, Torrey and Pearl Sts. 10 a.m. to 4 p.m. \$3; citizens and students \$2; under 9 free w/adult, family \$7. Alan Castahne, 508-587-4506; acastahne@alum.mit.edu

Foxboro, MA: Mystic Valley Railway Society Rail-A-Rama - Nov. 21, Christina's Function Facility, Rt. 1 I-95 south exit 9 to Rt. 1. \$4; 5-12 \$1; under 5 free. Russ Ryko, 617-361-4445

Worcester, MA: Worcester Model Railroad Open House - Nov. 7, 70 James St. 10 a.m. to 3 p.m. \$2; under 12 free. Ralph A. Kimball, Jr., 508-755-1873, ralphkimball@charter.net

Cumberland, MD: MD/WV Model Railroad Assn. Train Meet and Open House - Nov. 6, Allegany County Fairgrounds, Rt. 220 S. 9 a.m. to 3 p.m. \$3; under 12 free. Dennis F. Sher, 301-659-3818

Hagerstown, MD: Hagerstown Roundhouse Museum Trains of Christmas Shows - Nov. 26-Feb. 27 (closed Dec. 24-25 and Jan. 1), Hagerstown Roundhouse Museum, 300 S. Burnans Blvd. Fri. to Sun. 1 to 5 p.m. \$4; under 13 50 cents. Bill Knode, 301-739-4665

Hagerstown, MD: NMRA MER South Mountain Division Convention - Nov. 11-14, Clarion Hotel and Conference Center, 901 Dual Hwy. Rt. 40 \$60. Bob Johnson, 301-371-9129, revnjl@aol.com

Rockville, MD: Rockville Lions Club Train Show - Nov. 13-14, Rockville Senior Center, 1150 Carnation Dr. Sat. 10 a.m. to 4 p.m., Sun. noon to 4 p.m. \$4; under 13 \$2; under 2 free, family \$7. Craig Cano, 301-424-5537

Sharpsburg, MD: Hagerstown Model Railroad Museum Trainfest - Nov. 27, Agr. Expo Center, Rt. 65 south of I-70. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Frank Schaller, 301-824-2239

Westminster, MD: Deer Park Lions Club Toy Train Show - Nov. 21, Agricultural Center, 110 a.m. to 3 p.m. \$3; under 12 free. Richard Liebno, 410-848-4929; richardl@qis.net

Auburn, ME: Great Falls Model Railroad Club Train Show - Nov. 6, Auburn Middle School, 610 Court St. 10 a.m. to 3 p.m. \$4; under 15 \$2. Terrence P. King, 207-933-2477; tking@meaolink.net

Brewer, ME: Eastern Maine Model Railroad Club Show - Nov. 20, Jeff's Catering, 26 Coffin Ave. 10 a.m. to 4 p.m. \$3; under 12 free. Geoffrey Anthony, 207-374-2786; dahak@acadia.net

Dearborn Heights, MI: St. Albert's Booster Club Toy Train Show - Nov. 28, St. Albert's School, Annapolis at Telegraph Rd. 11:30 a.m. to 3 p.m. \$3; family \$6. Ray Nikolai, 313-277-2419

East Lansing, MI: Lansing MR Swap Meet and Show - Nov. 14, Michigan State University Pavilion, Farm Ln., Forest and College Rds. 11 a.m. to 4:30 p.m. \$5; 6-12 \$2; under 6 free. Bob Herbst, 517-349-5189

Kalamazoo, MI: Kalamazoo Model Railroad Historical Society Train Show and Sale - Oct. 31, Kalamazoo County Fairgrounds, Hazel Grey Bldg. 10 a.m. to 3:30 p.m. \$5; under 11 free w/adult. Jim Glenn, 269-665-7870, pjglenn4261@bcglobal.net

Saline, MI: Rails on Wheels' Southeast Michigan Model Railroad Flea Market - Nov. 28, Washtenaw Farm Council Grounds, 5055 Ann Arbor-Saline Rd. 10 a.m. to 4 p.m. \$3; under 12 free w/adult. Jeff Fryman, 734-944-9872

Maplewood, MN: NMRA TLR Twin Cities Division Meet - Nov. 11, Maplewood Moose Lodge, 1946 English St. 7 p.m. Free. Lynn McCall, 612-597-8677

Minneapolis, MN: Hennepin Overland Railway Open House - Saturdays and Sundays in November, 2501 E. 38th St. 1:30 to 4:30 p.m. \$2; family \$5. S. Efron, 612-276-9034

St. Paul, MN: Twin City MR Museum Exhibition - Nov. 27-Feb. 26 (closed Dec. 25 and Jan. 1), Bandana Square, 1021 Bandana Blvd. E. Suite 222. 6 to 8:30 p.m. \$4; under 5 free; family \$10. TCMRM, 651-647-9628

White Bear Lake, MN: RR Production Greater Upper Midwest Train Show - Nov. 20, Century College West Campus, 3300 Century Ave. N. 9 a.m. to 2 p.m. \$4; under 13 free. Tom Jefferson, 651-429-2885

Ballwin, MO: NMRA Gateway Division Meet - Nov. 6, Trinity Lutheran Church, 14088 Clayton Rd. 9 a.m. to 3 p.m. \$3; under 13 free. Hank Krachely, 636-394-5151; hkrachely@bcglobal.net

Columbia, MO: TCA Central Missouri Chapter Toy Train Show and Swap Meet - Nov. 6, Columbus Hall, 2525 N. Stadium Blvd. 10 a.m. to 3 p.m. \$3; under 12 free. Dennis James, 636-745-9140

Joplin, MO: Museum Complex Train Show and Swap Meet - Nov. 27, Schifferdecker Park, Seventh St. and Schifferdecker Ave. 8 a.m. to 3 p.m. \$4; under 12 free. Rick Gardner, 417-673-4888; rickgarden@sohnet.com

Kansas City, MO: Mid-America Train and Toy Show - Nov. 28, BTC Exhibit Hall, I-435 and Front St. 9 a.m. to 2 p.m. \$5; under 12 free. Steve and Sherri Stuch, 913-651-5864

Springfield, MO: Ozark Model Railroaders Swap Meet - Nov. 20, Teanster Hall, 1850 E. Davis, 9 a.m. to 3 p.m. \$3; children \$1; under 4 free. Al Weaver, 417-865-2050; awe139555@aol.com

Raleigh, NC: Neuse River Valley Model Railroad Club Train and Railroadiana Show and Sale - Nov. 13-14, Kerr Scott Bldg., NC State Fairgrounds, 9 a.m. to 5 p.m. \$5. George W. Laslev, 919-834-5531

Southern Pines, NC: Sandhill Central Railroad Train Show - Nov. 20-21, Campbell House, 482 E. Connecticut Ave. (basement), Noon to 4 p.m. \$2. Will Garner Jr., 910-692-8891

Winston-Salem, NC: Southbound Model Railroaders Train Show - Nov. 20, Dixie Classic Fairgrounds, West 27th St. 10 a.m. to 4 p.m. \$5; under 12 free. T.D. Laverty, 336-767-6104

Bedford, NH: Bedford Boomers Exhibition - Nov. 7, McKelvie Middle School, Liberty Hill Rd. 10 a.m. to 4 p.m. Donation. Norm Jones, 978-687-0780

Littleton, NH: Ammonoosuc Valley Railway Assn. Model Railroad Show - Oct. 30, Littleton National Guard Armory, I-93 exit 42. 10 a.m. to 4 p.m. \$3; students \$1; under 6 free; family \$7. John Wedick Jr., 603-869-3928

Sandown, NH: Tour de Chocho Layout Open House - Nov. 27-28, Members homes. 10 a.m. to 4 p.m. Free. For maps send self-addressed stamped envelope to Bruce E. Robinson, 19 Hunt Pond Rd., Sandown, NH 03873, 603-887-5922

Carlstadt, NJ: New York Society of Model Engineers Model Train Exhibition - Nov. 26-28, 341 Hoboken Rd. Fri. 7 to 10 p.m., Sat.-Sun. 1 to 6 p.m. \$5; children \$1. Andrew Brusgard, 908-686-4856; abj1102@comcast.net

Dover, NJ: Northwest Jersey Train-O-Rama - Nov. 21, Dover High School, 100 Grace St. 9 a.m. to 3 p.m. \$3; under 10 \$2 w/adult. Donald M. Brill, 973-361-0723

East Rutherford, NJ: New York Society of Model Engineers Scale Only Swap Meet - Oct. 30, St. Joseph's Church, 120 Hoboken Rd. 10 a.m. to 3 p.m. \$5; children free. Andrew Brusgard, 908-686-4856; abj1102@comcast.net

Edison, NJ: Greenberg's Train, Toy, and Hobby Show - Nov. 27-28, New Jersey Convention and Expo Center, 97 Sunfield Ave. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg, 630-279-4087; staff@greenbergshows.com

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Montvale, NJ: National Collectors Club Show - Oct. 31. St. Joseph High School. 9 a.m. to 3 p.m. \$5; under 18 free w/adult. John Lalima, 732-845-5966

North Haledon, NJ: Garden State Model Railroad Club Open House - Nov. 26-28. 575 High Mountain Rd. Fri. 7 to 9 p.m., Sat. Sun. 1 to 5 p.m. \$4; under 12 free w/adult. Robert Savino, 201-387-8716

North Haledon, NJ: Model Engineers Railroad Club of North Jersey Open House - Nov. 26-28. 569 High Mountain Rd. Fri. 7 to 10 p.m., Sat. Sun. 2 to 5 p.m. \$4, children free w/adult. Paul Harbor, 973-427-4905

Union, NJ: The Model Railroad Club Inc. Light and Sound Show - Nov. 26-28. Clubhouse, 295 Jefferson Ave., Rt. 22 east (behind Home Depot). Fri. 7 to 10 p.m., Sat. noon to 9 p.m., Sun. noon to 6 p.m. \$6, sr. citizens and under 13 \$3. 908-964-8805

Babylon, NY: Train Masters of Babylon Train and Toy Meet - Nov. 28. Knights of Columbus Hall, 175 Park Ave. 8:30 a.m. to 1 p.m. \$3; under 12 free w/adult. Joe Fraccavelli, 631-587-4610

Baldwin, NY: NMRA NER Sunrise Trail Division Convention - Nov. 6. United Methodist Church, 881 Merrick Rd. 10 a.m. to 5 p.m. \$5; banquet \$16 (before 10/31). Fernand Washington, 718-528-2308; buzlern2@aol.com

Batavia, NY: Genesee Society of Model Engineers Great Batavia Train Show - Nov. 14. Batavia Holiday Inn, 8250 Park Rd. 9:30 a.m. to 3 p.m. \$4, students \$1, under 13 free. Mike Pysczek, 585-768-4579

Blasdell, NY: TTOS Niagara Frontier Division Train Show and Swap Meet - Oct. 31. McKinley Park Inn, 53950 McKinley Pkwy. 9 a.m. to 3 p.m. \$5; 10-18 \$1. Dan Malkiewicz, 716-876-7031

Bohemia, NY: Central Operating Lines All-Gauge Swap Meet - Nov. 21. Bingo Hall, 1644 Locust Ave. 7:30 to 11:30 a.m. \$3; under 12 free w/adult. Michael Iorio 516-314-6499 (days)

Cheektowaga, NY: Valley of Buffalo All Gauge Swap Meet - Nov. 28. 2379 Union Rd. 9 a.m. to 3 p.m. \$4; under 13 free. Dennis Januchowski, 716-773-2445

Elbridge, NY: CNY Model Railroad Club and Historical Society Open House - Nov. 20-21. 4986 Jordan Rd. Sat. 11 a.m. to 4 p.m., Sun. noon to 4 p.m. Free. Paul Shimal, 315-568-2451

Elmont, NY: St. Vincent DePaul's Model Train and Toy Show - Oct. 31. 1510 DePaul St. 10 a.m. to 3 p.m. \$5, under 12 free w/adult. John Coneck, 516-486-6658

Farmingdale, NY: West Island Model Railroad Club Show - Nov. 12-14. 19-21, 26-28. 188 Merritts Rd. (rear, basement). Fri. 7:30 to 10 p.m., Sat.-Sun. 1 to 4 p.m. \$4, under 12 free. Nick Guilfré, 516-293-0994

Franklin, NY: RR Lines Model Train and Toy Show - Nov. 14. VFW Hall, 68 Lincoln Rd. 8 a.m. to noon \$3, under 12 free w/adult. Rae Romano, 516-486-6658

Fulton, NY: Oswego Valley Railroad Assn. Model Railroad Show - Nov. 13-14. Fulton War Memorial, West Broadway St. Sat. 10 a.m. to 5 p.m. Sun. 10 a.m. to 4 p.m. \$3; under 13 free w/adult. Vann Drastle, 315-699-7529

Kingston, NY: Kingston Model Railroad Club Open House - Saturdays and Sundays in November. Kingston Model Railroad Club, Susan St., off Pine Grove Ave. Noon to 5 p.m. \$5; under 12 \$1. Kingston Model Railroad Club, 845-334-8233; catman5308@yahoo.com

Lindenhurst, NY: Northern Spur Train and Toy Meet - Nov. 7. Knights of Columbus Hall, 400 S. Broadway. 8:30 a.m. to 1 p.m. \$3; under 12 free w/adult. Carmelo Suncetta, 631-666-6855

Mastic-Shirley, NY: Long Island Live Steamers Meet - Oct. 31 (run days), Southaven (Suffolk) County Park. 10:30 a.m. to 3 p.m. Donation. Long Island Live Steamers, 631-345-0499

Norwich, NY: BMRS Meet - Nov. 28. Msgr. Festa Middle School, 81 E. Main St. 10 a.m. to 3 p.m. \$3, 6-12 \$1; under 5 free. James Dundon, 607-336-5951

Ovid, NY: Rock River Model Railroad Club and Ovid Fire Dept. Train Show - Nov. 27-28. South Seneca High School. 9 a.m. to 4 p.m. \$2; under 12 free. Rock River Model Hobbies, 607-532-9488; rockriver@directway.com

Poughkeepsie, NY: Hudson Valley Railroad Society Railroad Exposition - Nov. 14. Mid-Hudson Civic Center, 10 a.m. to 3 p.m. \$5; sr. citizens and student \$4, under 12 \$2. Dennis Evald, 845-297-0901

Ronkonkoma, NY: Central Operating Lines O High-Rail Railroad Club Open House - Nov. 26-28. 90F Raynor Ave. Noon to 5 p.m. Free. John A. Cardona, 631-472-3395 (eve.)

Schenectady, NY: Schenectady Model Railroad Club Open House - Nov. 27-28. 243 State St. Noon to 4 p.m. \$1.50; family \$5. Dick Davis, 518-355-0716

Syracuse, NY: NRIIS Central New York Chapter Central New York Train Fair - Nov. 6-7. Center of Progress and Horticultural Bldgs., New York State Fairgrounds. Sat. 10 a.m. to 6 p.m., Sun. 10 a.m. to 5 p.m. \$6; sr. citizens and 5-15 \$4; under 5 free. Albert Kalfelz, 315-488-8208; cnyvrhs@aol.com

Yonkers, NY: Yonkers Model Railroad Club Open House - Nov. 20-21. Tibbetts Brook Park Administration Bldg. Noon to 4 p.m. Free. Ken Lawrence, 914-478-1656, kwlwn9@earthlink.net

Cleveland, OH: Western Reserve Two Rail O Scale Meet - Oct. 30. Holiday Inn Select Strongsville. 9 a.m. to 3 p.m. \$5. Robert Boedener, 440-933-7169

Columbus, OH: NMRA Mid-Central Region Division 6 Train Show - Nov. 21. Franklin County Veterans Memorial, 300 W. Broad St. 11 a.m. to 4 p.m. \$5; under 12 free. John Reiterer, 740-494-2533

Dayton, OH: NMRA Mid-Central Region Division 3 Model Railroad Show - Nov. 6-7. Hara East Hall, 1001 Shiloh Springs Rd. 11 a.m. to 5 p.m. \$5. Ray Persing, 937-440-0758

Lima, OH: Putnam Assn. of Railfans Model Railroad Show and Swap Meet - Oct. 30. Allen County Fairgrounds, I-75 exit 125. 10 a.m. to 3 p.m. \$3, under 12 free w/adult. Joe Ginther, 419-523-5879

Milan, OH: Norwalk & Western Train and Toy Show - Nov. 14. EHOVE Career Center, 316 W. Mason Rd. 10 a.m. to 3 p.m. \$3. Tony Catalano, 419-668-3241

Olmsted Township, OH: TCA Lake Erie Chapter All Gauge Train Meet - Nov. 21. German American Cultural Center, Lenau Park, 7370 Columbia Rd. Rt. 252. 11 a.m. to 3 p.m. \$5; sr. citizens \$2; under 14 free. Perce Woltord, 440-247-8985

Sandusky, OH: Erie Mad River Model Railroad Club Open House - Nov. 14, 20-21. 1309 N. Depot St. 11/14 11 a.m. to 5 p.m. 11/20 and 11/21 Noon to 5 p.m. Donation. Bob Butler, 419-627-2680

Sebring, OH: Sebring MR Club Open House - Nov. 13-14, 20-21. 216 E. Pennsylvania Ave. 10 a.m. to 6 p.m. \$2, under 12 free. Joe Molesky, 330-821-6301

Vandalia, OH: Crossroads Railroad Club Open House - Nov. 13-14. 304 N. Dixie Dr. (Family Hobby Shop basement). Sat. 11 a.m. to 5 p.m., Sun. 1 to 5 p.m. Donation. Gary Suttis, 937-384-0119

Wooster, OH: CJ Trains Wooster Train and Toy Show - Nov. 14. Greenbriar Conference and Party Centre, 50 Ruffel Rd. 10 a.m. to 4 p.m. \$3, under 13 free. Jon Libright, 330-262-7488 (eve), catgator@bright.net

Wooster, OH: NMRA Route 30 Express Open House Tour - Nov. 20-21. Members homes. 10 a.m. to 4 p.m. Free. Bob Vensel, 330-345-8959; bvbounder@webtv.net

Youngstown, OH: Youngstown Model Railroad Assn. Model Train Open House - Nov. 6-7, 13-14. 751 N. Four Mile Run Rd. Noon to 6 p.m. \$3; under 12 free w/adult. Dean DeMann, 330-799-8691

Zaneville, OH: Zaneville Model Railroad Club Open House - Nov. 13-14. Fourth and Market Sts. Noon to 6 p.m. Free. Ed Block, 740-452-5791

Portland, OR: Columbia Gorge Model Railroad Club Show - Saturdays and Sundays in November. 2505 N. Vancouver Ave. 10 a.m. to 5 p.m. \$4; 3-11 \$2. Jim Whaley, 503-244-7948, jwpr33@msn.com

Portland, OR: Mount Hood Model Engineers Open House - Saturdays in November. 5000 S.E. Belmont Ave. Noon to 5 p.m. Donation. Don Mills, 877-378-3563

Allentown, PA: Allentown Train Meet - Nov. 13-14. Agricultural Hall, Allentown Fairgrounds. 9 a.m. to 3 p.m. \$6, under 13 \$3. Bob House, 610-821-7886

Altoona, PA: Altoona Area Train Collectors Club - Nov. 7. Pinecroft Fire Hall. Sun. 9 a.m. to 2 p.m. \$3; under 12 free. Ron Kennedy, 814-696-9671

Ambridge, PA: Ohio Valley Lines Open House - Nov. 27-28. 1225 Merchant St. Noon to 5 p.m. \$3, 6-12 \$1, under 6 free. John Gallagher, 724-266-4787

Bethlehem, PA: Black Diamond Society of Model Engineers Open House - Nov. 26-28. 900 E. Macada Rd. Fri. 7 to 9 p.m., Sat.-Sun. 2 to 5 p.m. \$3, students \$1, preschool free. Stan Price, 610-258-6079, bds900@aol.com

Bedford, PA: Bedford Model Railroaders Model Train Show and Sale - Oct. 31. Bedford County Fairgrounds. 9 a.m. to 3 p.m. \$3; under 12 free w/adult. Mike Phillips, 814-623-2239; miknscale@yahoo.com

Bethlehem, PA: Lehigh & Keystone Valley Model Railroad Club Open House - Nov. 26-28. 705 Linden St. 2 to 9 p.m. \$3; family \$5. Tracey Fritz, 610-974-9590

Bowmansville, PA: Carbon Model Railroad Society Open House - Nov. 20-21, 27-28. 529 Ore St. 1 to 5 p.m. Donation. Garry, 610-826-6636

Clarion, PA: Clarion Model Railroad Club Train Exhibit - Nov. 26-27. 515C Main St. (eve) Fri. 11 a.m. to 9 p.m., Sat. 11 a.m. to 5 p.m. \$1.50, 6-12 50 cents. Robert Hartle, 814-223-9719

Dunmore, PA: Miniature Memories Train Village Display - Nov. 20 through Jan. 8. Gertrude Hawk Chocolates, 1325 E. Drinker St. Sun.-Wed. noon to 5 p.m., Thu.-Sat. noon to 7 p.m. Donation. Don Clark, 703-346-2829 (days)

Elkins Park, PA: Cheltenham Model Railroad Club Open House - Nov. 27-28. 8000 Old York Rd. at Railroad Bridge. Noon to 4 p.m. Donation. 215-635-9747

Ford City, PA: Appleby Manor Presbyterian Church Model Train Display - Nov. 20-21, 27. Appleby Manor Presbyterian Church, 810 Main St. Sat.-Sun. 2 to 4 p.m. and 6:30 to 8:30 p.m. Donation. Thomas E. Prager, 724-545-1892; tprager@arm-tex.net

Glenside, PA: Montgomery County Detachment of the Marine Corps League and VFW Post no. 676 Train and Antique Show - Nov. 14. VFW Post no. 676, 2519 Jenkintown Rd. 9 a.m. to 3 p.m. \$3; under 10 free. Mark Carver, 215-264-2869, nvcentral65@aol.com

Hazleton, PA: Anthracite Model Railroad Society Open House - Nov. 25-27. 1057 Hanover Ct. Thu. 6 to 9 p.m., Fri. 6 to 8 p.m., Sat. noon to 8 p.m. Donation. John Simkovich, 570-455-2410

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Coming Events

Hudson, PA: Hudson Model Railroad Club Open House - Nov. 27-28. Martin and Gibbons Sts. Noon to 5 p.m. Donation. Eugene Mone, 570-325-8955.

Kittanning, PA: Kittanning Train Show - Nov. 28. Kittanning Township Volunteer Fire Hall. 10 a.m. to 4 p.m. \$3, under 13 free. David Campbell, 724-352-1113.

Manheim, PA: Stiegel Valley Model Railroad Open House - Nov. 28. 230 S. Charlotte St. 1 to 4 p.m. Donation. 717-299-0687.

Monroeville, PA: Greenberg's Train, Toy, and Hobby Show - Nov. 13-14. Pittsburgh Expo Mart. 105 Mall Blvd. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg Shows, 630-279-4087; staff@greenbergshows.com.

Montrose, PA: Montrose High School Band Train and Toy Show - Nov. 20. Montrose High School, Rt. 706. 9 a.m. to 3 p.m. \$3; under 10 free. Patty Strope, 570-663-2859; kutoonjack@aol.com.

New Eagle, PA: Mid-Mon Valley Model Railroad Club Open House - Nov. 27-28. 159 Main St. (Second floor Borough bldg.) Noon to 5 p.m. Donation. S. Werner, 724-379-8584.

Phoenixville, PA: Schuylkill Valley Model Railroad Club Open House - Nov. 27-28. 400 S. Main St. (rear). 1 to 5 p.m. Donation. Ron Natale, 610-469-1114; kmr_c58@netzero.com.

Pittsburgh, PA: Western Pennsylvania Model Railroad Museum Train Display - Nov. 13-Jun. 16 (closed Dec. 24-25, and Jan. 1). WPMRM, Rt. 910 and Hardt Rd. 11/26 11 a.m. to 9 p.m., Fri. 6 to 9 p.m., Sat. - Sun. 11 a.m. to 5 p.m. \$5; under 13 \$3. Raymond Mueser, 724-444-6944; wprmm@ly.net.

Royersford, PA: Royersford Modular Model Railroaders Open House - Nov. 20. 350 Main St. Donation. 610-917-9366.

Stockertown, PA: Nazareth Area Society of Model Engineers Open House - Nov. 26-29. 212 Main St. Fri., Mon. 7 to 9 p.m. Sat.-Sun. 1 to 5 p.m. \$3. Nelson Save, 570-839-8215.

Stroudsburg, PA: NRHS Pocono Mountains Chapter Great Stroudsburg Train Show - Nov. 21. Stroudsburg High School, 1100 W. Main St. 9 a.m. to 2 p.m. \$3 \$5; under 12 free w/adult. John Lutz, 570-839-7465.

Versailles, PA: Yough Central Model Railroad Club Train Show and Sale - Nov. 6. Versailles VFD, Walnut St. Rt. 48. 9 a.m. to 3 p.m. \$2. Keith Barton, 412-849-6755; youghcentralrrclub@hotmail.com.

York, PA: Greater York All Train Show - Nov. 28. Old Main Bldg., York Expo Center. 9 a.m. to 3 p.m. \$3 under 12 free. Craig Holler, 717-848-1180; deadplastie@aol.com.

York, PA: Miniature Railroad Club of York Open House - Nov. 28. 381 Wheatfield St. 1 to 5 p.m. \$2, 6-12 50 cents. Ivan Frantz, 717-225-5470.

North Charleston, SC: Best Friend of Charleston Train Show - Nov. 13-14. Danny Jones Armory, 5000 Lackawanna Blvd. Sat. 9 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$3; under 10 free w/adult. Carl Blum, 843-760-7405; carl.blum@us.bosch.com.

Sioux Falls, SD: Sioux Valley Model Engineers Society Swap Meet, Model Railroad Show, and Open House - Nov. 20-21. Sioux Empire Fair Administration Bldg., W.H. Lyons Fairgrounds. Sat. 10 a.m. to 5 p.m., Sun. 11 a.m. to 4 p.m. \$3; under 13 free w/adult. Russ Fleming, 605-526-3990.

Knoxville, TN: TCA Chapter Meet - Nov. 13. Budget Inn, 323 Cedar Bluff Rd. 9:30 a.m. to 1 p.m. \$6. Don Henderson, 865-576-8802.

Oak Ridge, TN: Knoxville Area Model Railroaders Atomic City Train Show - Nov. 13. Childrens Museum of Oak Ridge, 461 W. Outer Dr. 9 a.m. to 4 p.m. \$3; under 12 free, family \$5. Bill Buchans, 865-220-8178.

Fort Worth, TX: Fort Worth Train Show - Nov. 13-14. Amon G. Carter Exhibits Bldg., Will Rogers Memorial Center, No. 1 Amon Carter Sq. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$7; under 12 free. Bart Bartholomew, 972-733-4998.

Round Rock, TX: Austin Model Railroad Association Model Railroad Jamboree - Oct. 30. First United Methodist Church, 1004 N. Mays. 8:30 a.m. to 2 p.m. \$4. Tom Pearson, 512-388-2918.

Texas City, TX: Galveston County Model Railroad Club Train Show - Nov. 13-14. Texas City Museum, 409 Sixth St. 10 a.m. to 4 p.m. \$3 or citizens \$2, children \$1, under 6 free w/adult. Linda Turner, 409-643-5799.

Salt Lake City, UT: NMRA RMR Wasatch Div. Show - Nov. 5-7. Utah State Fair Park, Grand Bldg. 155 North 1000 W. Fri. 5 to 9 p.m., Sat. 9 a.m. to 6 p.m., Sun. 10 a.m. to 4 p.m. \$5; under 13 free. Doug Baney, 801-971-0719; wasatchrailshow@aol.com.

Chantilly, VA: Greenberg's Train, Toy, and Hobby Show - Nov. 20-21. Dulles Expo and Convention Center, 4320 Chantilly Shopping Center. 10 a.m. to 4 p.m. \$7; under 12 free. Greenberg Shows, 630-279-4087; staff@greenbergshows.com.

Galax, VA: Twin County Railroad Club Train Fair - Nov. 27. Fairview Rural Club, Fairview Rd. 10 a.m. to 4 p.m. \$3; family \$5. Stu Shenk, 276-236-3876; sshenk@valink.com.

Glen Allen, VA: Virginia Train Collectors Train Meet - Nov. 7. Overhill Lake Recreation Ctr., 13131 Overhill Lake Ln. Rt. 33. 9 a.m. to 1 p.m. \$6; under 17 free. Russ Dollbear, 804-748-2101.

Grafton, VA: The Chesapeake Bay Railroaders Open House - Nov. 20. 110-F Darc Rd. 10 a.m. to 4 p.m. Free. George Downer, 757-868-7505; gdowner4@cox.net

Vienna, VA: Northern Virginia Model Railroaders Open House - Nov. 13. 1 to 5 p.m. Donation John Bell, 703-503-5730

Winchester, VA: Winchester Model Railroad Club Train Show and Sale - Nov. 13. Friendship Fire Hall, 627 N. Pleasant Valley Rd. 9 a.m. to 2 p.m. \$3; teens and children free w/adult. Larry Sullivan, 540-665-9898

Kent, WA: Boeing Employees Model Railroad Club Swap Meet - Nov. 13. Kent Commons, 525 Fourth Ave. N. 9:30 a.m. to 4 p.m. \$5, under 16 free. Ed Sherry, 206-878-5968; swapmeet@bemrrc.com

Fitchburg, WI: NMRA MWR SCWD Meet - Nov. 7 Fitchburg Community Center, 5510 E. Lacy Rd. 1 p.m. Free. Radleigh Becker, 608-231-1817; rbecker@merr.com

Kenosha, WI: Tri-County Model Railroad Club Open House - Nov. 19-20. Villa Capri Shopping Center 2031 22nd Ave. Fr. 6 to 9 p.m. Sat. 10 a.m. to 6 p.m. Jenni Schwartz, 262-539-2459; tcmmr1@yahoo.com

Marshfield, WI: Hub City Central MR Club Show - Oct. 30-31 Old Marshfield Armory, Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. Free. Gene, 715-384-2578

Milwaukee, WI: Lionel Railroad Club of Milwaukee Open House - Nov. 27-28. 2721 S. Calhoun Rd. (rear), 11 a.m. to 5 p.m. \$2, under 13 free w/adult. Roman W. Berdes, 414-282-4904

Milwaukee, WI: Wisconsin Train Expo Swap Meet - Nov. 6. Serb Hall, 5101 W. Oklahoma Ave. 9 a.m. to 2 p.m. \$5, 6-12 \$1. 262-246-7171

Racine, WI: Tri-County Train Show and Swap Meet - Nov. 7. South Hills Country Club, 194 E. Frontage Rd. 8 a.m. to noon. \$3; children free. Ron Solberg, 262-488-0193 (eve. before 8 p.m.)

Waukesha, WI: Waukesha S Fest - Oct. 29-31 Waukesha County Expo Center, Northview Rd. Fri. 1 to 10 p.m., Sat. 8 a.m. to 3 p.m., Sun. 10 a.m. to 5 p.m. \$15. Roy Meissner, 262-538-4325

West Allis, WI: Lionel Railroad Club All Gauge Swap Meet - Nov. 21. Knights of Columbus Hall, 1800 S. 92nd St. 8 a.m. to noon. \$3; under 12 free w/adult. Roman W. Berdes, 414-282-4904

West Allis, WI: NMRA Wisconsin Southeast Division Trainfest - Nov. 13-14 Wisconsin Exposition Center at State Fair Park, 84th St. and Greenfield Ave. Sat. 9 a.m. to 5:30 p.m., Sun. 9:30 a.m. to 5 p.m. \$10, under 14 free w/adult. John Tews, 262-820-3566; trainfest@wscs.com

Bluefield, WV: NRHS Pocahontas Chapter Railroad and Model Train Show and Sale - Nov. 13-14 Bluefield Youth Center, Stadium Dr. Sat. 10 a.m. to 4 p.m., Sun. noon to 4 p.m. \$5, family \$8. Charlie Venable 304-327-0026

Huntington, WV: Appalachian Model Railroad Society Show - Nov. 26-28 Veterans Memorial Field House, 5th Ave. at 26th St. Fri. 5 to 9 p.m., Sat. 10 a.m. to 8 p.m., and Sun. noon to 4:30 p.m. \$5; under 12 \$1. Ernie Clapp, 304-429-1432; wvfunlrv@aol.com

Parkersburg, WV: Mid Ohio Valley MR Club Train Show and Sale - Nov. 6. Lubek Volunteer Fire Dept. Bingo Hall, Ninth Ave. and Division St. 10 a.m. to 4 p.m. \$3; under 6 free. Tom Ratkovich, 304-485-7026

CANADA

Burnaby, BC: NMRA PNR Seventh Division Train Show and Meet - Nov. 12-14. Cameron Recreation Center, 9-23 Cameron St. Show Nov. 14 9 a.m. to 4 p.m. \$6 sr. citizens and students \$3, family \$13. Meet Nov. 12-15 \$17. Dick, 604-467-4301; chairman@betrains.org

Aberfoyle, ON: Aberfoyle Junction Model Railway Open House - Oct. 30-31. 128 Brock Rd., 1.5 km north of Hwy 401, exit 299. 10 a.m. to 4:30 p.m. \$6; sr. citizens \$4; children \$3. Craig Webb, 905-527-5474

Fenwick, ON: Greater Niagara Model Railroad Engineers Open House - Nov. 13-14, 20-21. 1141 Maple St. Noon to 4:30 p.m. Free. Dave Stremlaw, 905-892-2767

Hamilton, ON: Steel City Lines Model Railroad Open House - Nov. 21, 28. 131 John St. S. 11 a.m. to 4 p.m. \$3; 10-18 \$2; sr. citizens \$1; under 10 free w/adult. Harold Smuck, 905-662-8509

Hamilton, ON: TH&B MOB Show and Flea Market - Nov. 14. Marriott Hall, Ancaster Fairgrounds, 625 Hwy. 53 E. 10 a.m. to 3:30 p.m. \$4; sr. citizens \$3.50 under 12 free. John Henwood, 905-335-9112

Harrison, ON: Boomers Model Railroad Auction - Oct. 30. Harrison Community Centre, 11 a.m. \$5. Carol Hornuth, 519-338-2516

Kitchener, ON: Kitchener Model Train Show and Sale - Nov. 7. Bingham's, 1380 Victoria St. N. 10 a.m. to 3 p.m. \$3. Ian Ward, 519-426-8875; tovshow@kwic.com

Mississauga, ON: The Hobby Show - Nov. 5-7. International Centre, 6900 Airport Rd. Fri. noon to 9 p.m., Sat. 10 a.m. to 9 p.m., Sun. 10 a.m. to 6 p.m. Ted Curl, 905-428-6466

Mississauga, ON: Toronto Train Show - Nov. 20-21. International Centre, 6900 Airport Rd. Sat. 11 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$10; sr. citizens \$8, 6-12 \$4 under 6 free. Frank Steele, 613-378-0309

Toronto, ON: Lakeshore Model Railroaders Flea Market - Oct. 31. Humber College North Campus Gym, 205 Humber College Blvd. 10 a.m. to 3 p.m. \$4; children \$2. Steven McCov, 416-656-4498

North York, ON: York Railway Modelers Open House - Nov. 14, 28. 5 Oakland Ave. 11 a.m. to 4 p.m. \$5, children \$1. Bill Dewar, 905-840-4983

Whitby, ON: Pine Ridge Railroaders MR Show - Nov. 13-14. Father Leo J. Austin School, 1020 Dryden Blvd. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5; under 14 \$2; under 5 free. Brian Aeton, 905-571-6544; babu@nexus.net

Laval, QC: Miniature Train Show - Nov. 13-14 3995 Boul. Levesque Est. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$7; children \$4. 450-625-4230

Montreal, QC: Montreal Railroad Modelers Assn. Open House - Oct. 30-31, 891 St-Paul St. W. 10 a.m. to 4 p.m. \$6; under 13 free w/adult. 514-861-6185; canada.central@sympatico.ca

Regina, SK: Regina Model Railroad Club and Echo Valley Railroad Club - Nov. 6-7. Cochrane High School 1069 14th Ave. E. Sat. 10 a.m. to 5 p.m., Sun. 10 a.m. to 4 p.m. \$5; under 13 free w/adult; family \$10. Jim McCowan, 306-545-6619; jmcowan@accesscomm.ca

OVERSEAS

England, Ipswich, Suffolk: Ipswich Railway Modelers Assn. Exhibition - Nov. 20. Copleston Sports Centre, Copleston Rd. 10 a.m. to 5 p.m. £3; concessions and children £1; family £7. 01787 370019

England, West Sussex: Seaboard Southern Group North American Model Railroad Show - Nov. 27 Ashurst Wood Village Hall, Maypole Rd., Ashurst Wood. 10 a.m. to 4:30 p.m. £2.50, concessions £1.50, family £6. Graham, 07702-591751; graham@sidings12.freeserve.co.uk

Club Memberships

The following clubs are accepting new members. Listings for Club Memberships are published at no charge on a space-available basis. To be published, Club Memberships must include all of the following information:

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7. Name, address, and telephone number of the person sending the information

Mail to Club Memberships, *Model Railroader* magazine, P.O. Box 1612, Waukesha, WI 53187 fax 262-796-1142, or e-mail: clubs@mr-mag.com

Northport, AL: Black Warrior Model Railroad Society - HO, O. Meets Saturdays 9 a.m. to noon and Mondays 5 to 9 p.m. at 709 25th Ave. Contact: Bob Way, 205 556-3073

Oakdale, CA: Stanislaus Model Railroads and Historians - N, HO. Meets Wednesdays 7 to 9 p.m. and third Saturdays at 1248 S. Fifth St. (yellow bldg. Frank Steve's used car lot) Contact: Mike Burghardt, 209-847-7866; nsdra@netreach.com

Grand Junction, CO: Grand Valley Model Railroad Club - N, HO, HO3, G. Meets Tuesdays 7 p.m. at Cross Orchard Museum, 3073 F Rd. Contact: Wayne Kennedy, 970-523-5990; waynec9240@aol.com

Norwich, CT: Mohegan & Pequot Model Railroad Club Meets Wednesdays 7 p.m. at 200 Wassup Rd. N. \$25 annual dues. Contact: Dan Delany, 860-643-9303

Bradenton, FL: Sarasota Model Railroad Club - HO, O, N, and three-rail. Meets Tuesdays and Thursdays 7:30 p.m.; business meeting first Tuesday at 6:30 15th St. E. Contact: 941-358-3602

Greensboro, NC: Carolina Model Railroaders - N, HO. Meets Thursdays 7 to 9 p.m. Saturdays 10 a.m. to 5 p.m., Sundays 2 to 5 p.m. at 234-B E. Washington St. Contact: Kevin Von Der Lippe, 336-908-2321

Ho-Ho-Kus, NJ: Ramapo Valley Model Railroad Club - HO. Meets 1ndays 7:30 to 11 p.m. at VFW Hall, 620 Cliff St. Contact: Dennis Alderman, 845-359-0746; pm1222@verizon.net

Syracuse, NY: Syracuse MR Club - HO Meets Wednesdays 7 p.m. at Eastwood American Legion (second floor), 102 Nichols Ave. Contact: Greg Clark, 315-487-8406

Rockville Centre, NY: Rockville Centre Model Railroaders - HO. Meets Wednesdays 7 to 10 p.m. at 200 Sunrise Hwy. Contact: Walt Connell, 516-799-5429

Swanton, OH: Swanton Area Railroad and Model Club - N, HO, O and forming S. Meets first Fridays 8 p.m. at 219 Chestnut St. Contact: K.C. Wittenmyer, 419-335-6534

Portland, OR: Mount Hood Model Engineers - HO, HO3 Meets Tuesdays 7:30 to 9 p.m. at 5500 S.F. Belmont Ave. Contact: Roger Juhl, 877-378-3563

Lemoyne, PA: Capital PennScalers Ntrak - N Meets Thursdays, every three weeks 7 p.m. and every third Sundays 1 p.m. at 506 Ohio Ave. Contact: Mark Friend, 717-730-9419

Willow Grove, PA: Southeast Pennsylvania HO Model Railroaders - HO Meets Wednesdays 7:30 p.m. Contact: Gregory, 215-572-6518; gregory2102@net-sape.net

San Antonio, TX: Alamo Model Railroad Engineers - HO. Meets Fridays 7:30 to 10:30 p.m. at 11731 Weimore Rd.; operating sessions on Sundays. Contact: Pete Shavnev, 210-737-3969 **MR**



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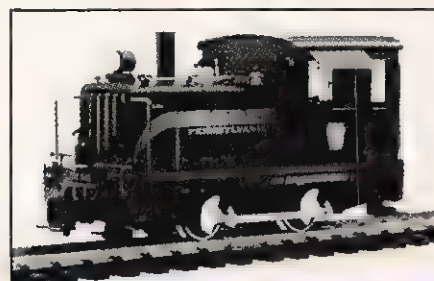


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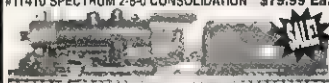


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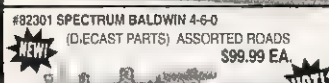
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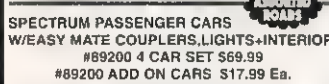
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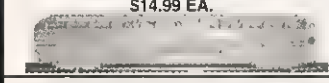
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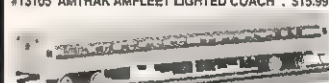
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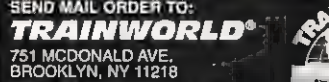
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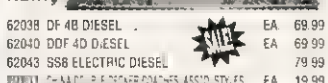


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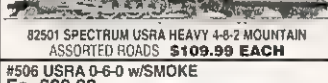
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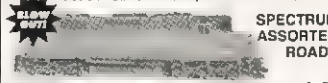
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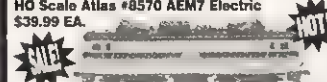
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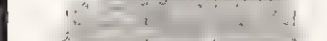
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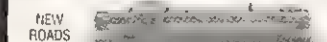


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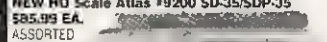
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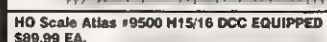
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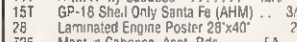
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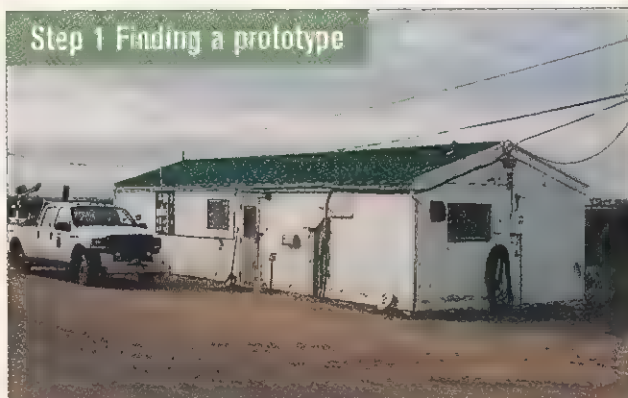
Scratchbuilding structures

From brick depots to oil tanks, structures are key parts of a model railroad layout. However, most of us have faced the dilemma of looking for our favorite prototype structure to find it isn't commercially available. You could use a structure kit that looks similar to the one you want as a stand-in. But if you want a closer re-creation of your prototype building, you'll need to break out a scale rule, hobby knife, and glue and start scratchbuilding (building a model from raw materials and parts).

To the beginning model railroader scratchbuilding may sound like a daunting task. Measuring, cutting, gluing, clamping, and painting does require time and patience, but the finished product is worth the effort if your goal is having a realistic model of your favorite prototype building.

I'll walk you through the process of scratchbuilding an HO scale crew office. It's a simple project that could be reasonably finished in a week of evenings.

Step 1 Finding a prototype



The first step in scratchbuilding is finding a prototype structure to model. For me that building was the Burlington Northern crew office at the Minnesota Northern RR (MNN) yard in my boyhood home, Crookston, Minn. The structure will be a part of a yard scene on my HO scale MNN layout.

I drove by this building countless times when I lived in Crookston and, of course, never bothered to measure it. However, I was familiar enough with the building to estimate its rough dimensions. I also studied slides and prints I had of the office. These images were helpful during both the construction and detailing phases of this project. Since this is a basic project, I opted not to include every detail found on the prototype.

Step 2 Cutting the walls



I started work on my crew office by cutting the walls from a sheet of Evergreen standing-seam roofing styrene. Since the structure wasn't very large, I cut all four walls from a single 6" x 12" styrene sheet.

To keep the edges straight on the front and back walls, I placed the styrene sheet in a NorthWest Shortline Duplicutter. Then I used a hobby knife with a fresh blade to make the cuts. I applied gentle pressure to the knife while cutting to prevent the blade from drifting and damaging the styrene. After I cut the walls I smoothed the edges with 400- and 600-grit sandpaper.

The illustration on page 53 shows how I modeled the end walls. I cut them from the styrene sheet using a hobby knife and smoothed the edges with sandpaper.

► Modeling tips

- If possible, get detailed measurements and take photographs of the structure you want to build. It makes scratchbuilding much easier.

- Work slowly and carefully.

There's no need to rush a scratchbuilding project. If you do things in a hurry, you're likely to make mistakes. (See Step 3.)

- Have appropriate tools on hand. Other than working too fast, there is no quicker way to ruin a scratchbuilding project than using the wrong tools.

- Improvise. If the exact detail parts you're looking for aren't available, try scratchbuilding them. Modifying commercial details is also a great way to get the parts you need.

Step 3 Door and window openings

Before I made any cuts in the styrene for the door and window openings, I carefully marked where these items would go. I tried to line up the vertical edges of the doors and windows with the seams in the styrene to make the cutting easier.

With all the door and window locations marked, I began cutting the door openings. First, I used a hobby knife to cut along the vertical seams. I then used a nibbler (available from Micro-Mark, 340 Snyder Ave., Berkeley Heights, NJ 07922; www.micromark.com) to cut the styrene. A nibbler is a hand-operated tool that cuts $\frac{1}{32}$ " bites out of styrene up to $\frac{1}{8}$ " thick. I didn't cut all the way to the lines I marked for the doors, however. Instead, I used a flat jeweler's file and 400- and 600-grit sandpaper to finish the openings. I test fit the door frequently to make sure I didn't remove too much styrene.

Next I worked on the window openings. I drilled holes just inside the pencil guidelines with a pin vise and no. 65 bit. Then I used a hobby knife with a new no. 22 blade to cut the styrene. The vertical cuts were easy since they were on the seams; I used a metal straightedge as a guide for the horizontal cuts. I did the touch-up work with flat and square jeweler's files. I also could have made a hole in the styrene and used the nibbler to cut the windows.

Note: It's best to cut the opening for the window before the one for the door on the front wall. I cut the door opening first, and while cutting out the hole for the window, broke the wall. If you cut the door opening first, install the Pikestuff door to give the wall extra rigidity.



► Materials

Depots by John

109 window air conditioner

Evergreen Hill Designs

606 power meter

Evergreen Scale Models styrene

100 .010" x .020" strip
105 .010" x .100" strip
106 .010" x .125" strip
142 .040" x .040" strip
147 .040" x .156" strip
262 .080" channel (gutters)
4522 $\frac{1}{4}$ " square standing-seam roofing
9005 clear styrene sheet

Microscale decals

87-760 Burlington Northern
SD60Ms

Pikestuff

1102 Solid door
1103 Door with large window
2103 Four-pane window (2)

Polly Scale paint

414113 Reefer White
414134 Undercoat Light Gray
414209 BN Green
414290 Engine Black

Wm. K. Walthers, Inc.

3158 Roof detailing kit

Miscellaneous

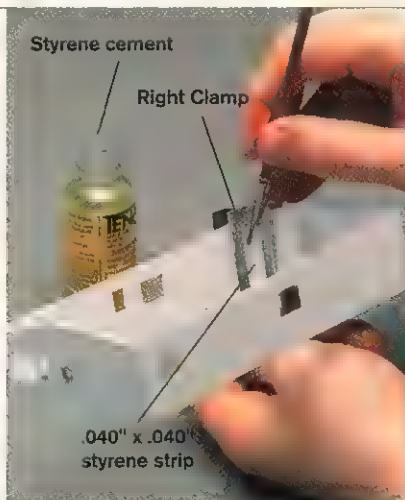
Cyanoacrylate adhesive (CA)
Plastruct Bondene
Tenax-7R liquid styrene cement
Testor's Clear Parts Cement

Step 4 Wall and roof assembly

With all of the cutting done, I was ready to assemble the walls. To ensure that the corners would be square, I put the wall sections in a Right Clamp (available from Micro-Mark and Coffman Graphic Solutions Co., 1500 River Cir. Dr., Richmond, KY 40475; coffmaneng.com) as shown in the photo. Once I had the corners square, I put a piece of .040" x .040" styrene strip in the joint. Then I brushed Tenax-7R over the styrene strip to secure the joint. I repeated this process until all the walls were cemented together.

I then turned my attention to the 11'-0" x 44'-0" (scale dimensions) roof, which I made from a second sheet of standing-seam roofing styrene sheet. I cut the two roof panels in the Duplicutter and beveled the edges at the peak of the roof. I made the roof cap using two strips of .010" x .100" styrene strip. Then I installed the fascia panels, which I made from .010" x .125" styrene strip.

Finally, I made a 10'-0" x 43'-6" view block from .040" plain styrene sheet and cemented it in place. The block prevents anyone from seeing through the building.





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December 18 & 19, 2004
Shriners Auditorium, Wilmington

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New Jersey Convention & Expo, Edison

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October 23 & 24, 2004
Hofstra University, Hempstead

OHIO

February 19 & 20, 2005
Hara Arena, Dayton

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January 22 & 23, 2005
Pittsburgh Expo Mart, Monroeville
December 11 & 12, 2004
February 12 & 13, 2005
Fort Washington Expo Center, Fort Washington

January 15 & 16, 2005

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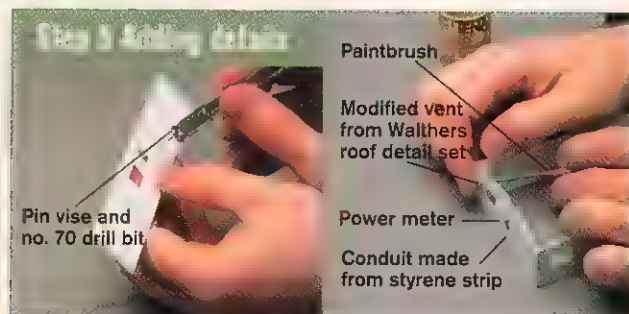
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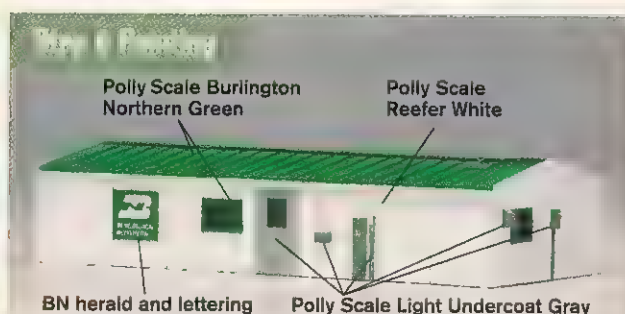


Step by Step



I added several details to my structure, including an air conditioner, power meter, vents, mailbox, and various electrical boxes. Once I knew the location for each detail part, I drilled a hole through the styrene with a pin vise and small bits (nos. 70-80 worked the best). I then placed the detail part over the hole and applied Tenax-7R (or cyanoacrylate adhesive for the power meter and air conditioner) to secure it in place. By applying the cement from inside the structure, I minimized the amount of excess glue that tends to build up around the edges of the parts.

Some of the parts required a bit more cement to hold them in place. In those instances I took a clean paintbrush and dipped it in Tenax-7R. Then I moved the brush around the edge of the part from the outside and gently pressed the detail against the styrene.



The final step in this project was painting the crew shed with Polly Scale paints. I sprayed the entire structure and the two doors Light Undercoat Gray. I then masked the front door, which I'd already glued in place, and painted the walls Reefer White.

Next, I masked off the walls and sprayed the roof, windows, and .020" styrene sheet for the Burlington Northern herald BN Green. I used Plastruct Bondene to mount the sign on the painted wall.

Once the entire structure was dry I brush-painted the power meter, vents, air conditioner, and conduits Light Undercoat Gray, and painted the view block Engine Black. Then I sprayed the entire building with Microscale Micro Coat Flat. Finally, I added window glazing, which I made from clear styrene sheet secured in place with Testor's Clear Parts Cement.

HO scale (1:87.1)

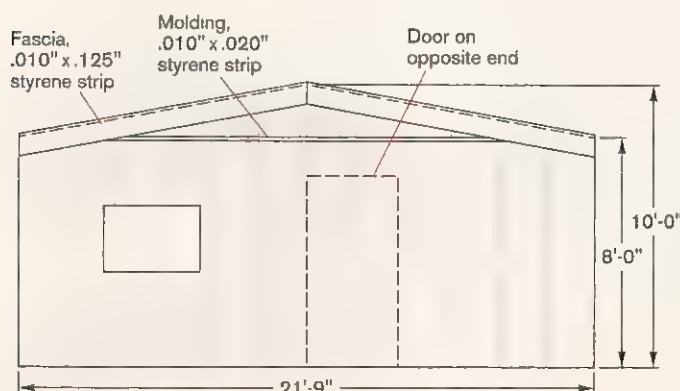
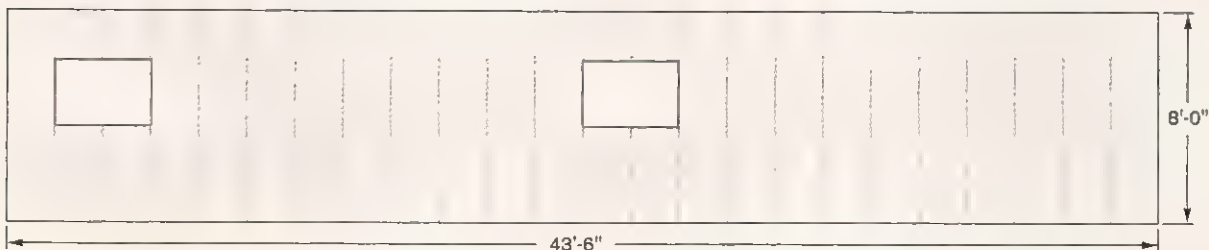


Illustration by Rick Johnson

Cutting end walls

1. Measure 8 scale feet from bottom edge of wall and put pencil marks at these points
2. Locate center line and put a mark 10 scale feet from bottom edge
3. Draw lines from the peak of the roof to the two eight-foot marks

Project tools

Hobby knife and nos. 11 and 22 blades
Nibbler
NorthWest Shortline Duplicutter
Coffman Graphic Solutions' Right Clamp
Scale rule
Self-healing cutting mat
Steel straightedge

#411 Schmieg's
Little Dutch Store
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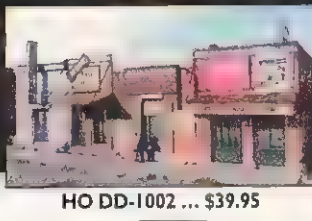
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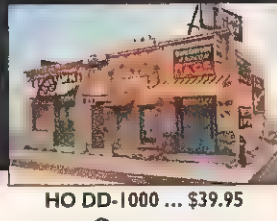
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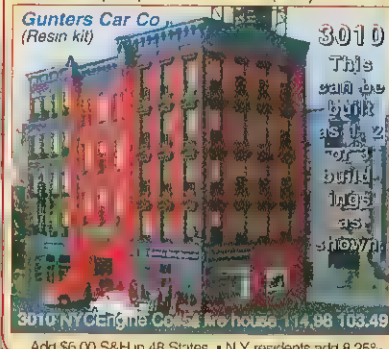
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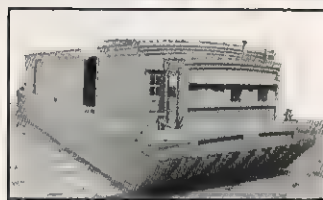
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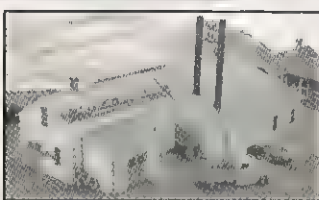
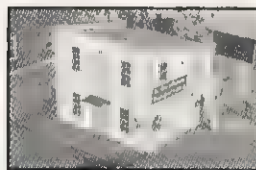
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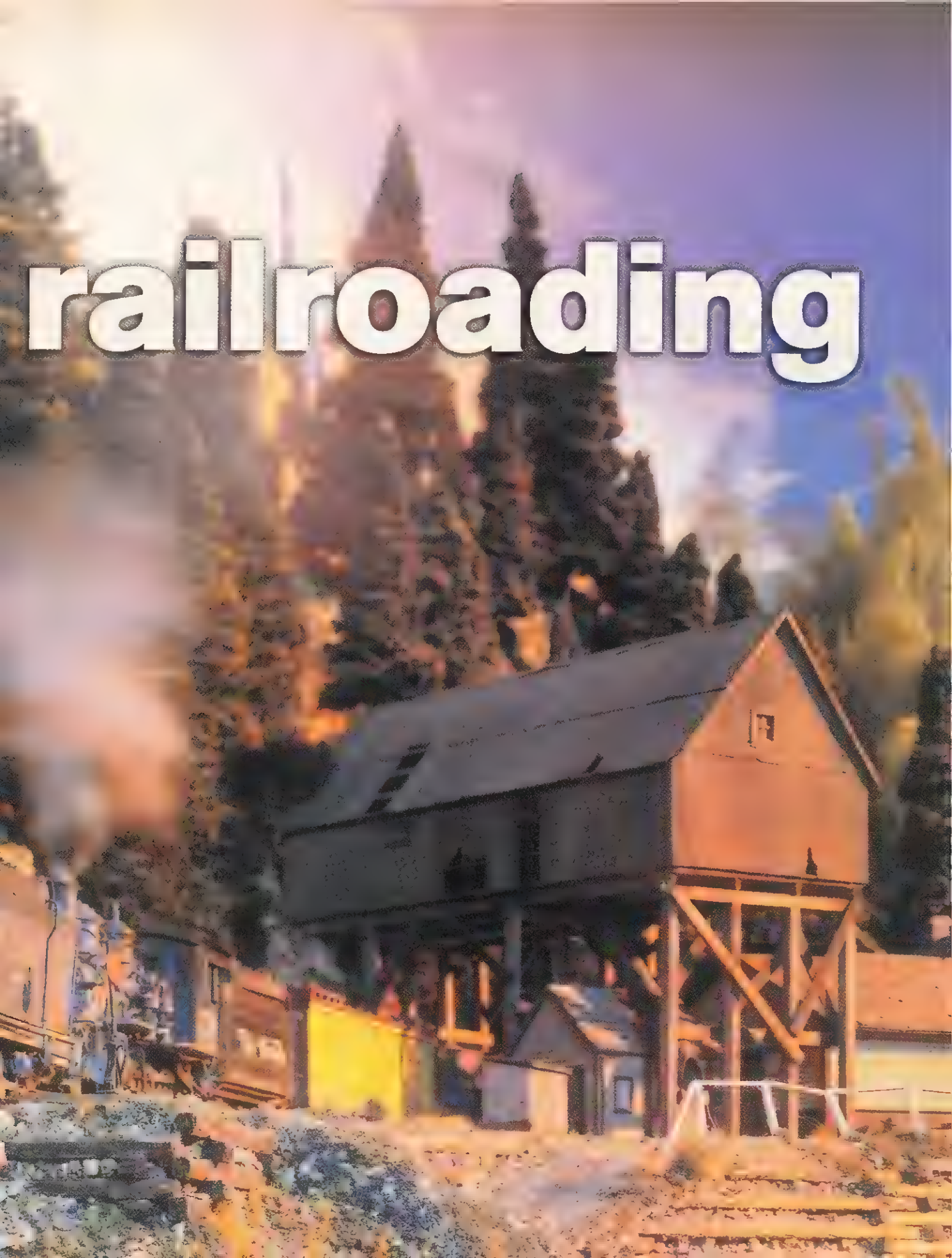


This Rio Grande Southern layout features HO narrow gauge in a narrow space

By Steve Harris

Photos by Steve Crise

Instead of building his model railroad in a spare room, Steve Harris built his HO-n3 Rio Grande Southern layout in a used office trailer. Here, RGS 4-6-0 no. 25 and 2-8-0 no. 78 lead a train past the tram house at Ophir. Steve's 9 x 25-foot layout is a compressed version of the entire RGS system.



railroading



Finding space for a layout is a difficulty almost every model railroader has faced. I too struggled to find a permanent home for my HO_{n3} Rio Grande Southern layout. Since my house, like many in California, doesn't have a basement, I needed to choose between a spare bedroom and an office trailer. After some careful consideration I decided to build my narrow gauge line in the trailer.

I originally wanted to purchase a used mobile home for my model railroad because they are two feet wider than an office trailer, which would mean more layout space. Unfortunately, the only mobile homes available were more than 60 feet long and needed extensive refurbishing.

This led me, a decade ago, to buy a used 10 x 33-foot office trailer. It took me about 10 months to modify the trailer into a layout room. I had to add water and electrical connections, install skirting around the base, reseal the roof, repaint the interior and exterior walls, do extensive rewiring, move a wall, and install a new vinyl tile floor. Fortunately, the trailer already had heating, air conditioning, and an alarm system. It took a lot of effort to make the trailer layout ready, but it was time well spent. Now I can sit back and watch trains roll through my miniature version of Colorado.

Narrow gauge modeler

I first became interested in narrow gauge in the 1970s when I saw an HO_{n3} model of a Rio Grande Southern class C-16 2-8-0 with the road's sunrise herald. Upon seeing that model I knew I wanted to switch from N scale to HO narrow gauge. [HO_{n3} is 1:87-proportion equipment operating on 3-foot gauge track – *Ed.*]

Then I began purchasing brass steam locomotives for my HO_{n3} layout, as well as an RGS Galloping Goose rail bus. To improve the operation of my locomotives I equipped all of them with contact wipers that slide on the rails, and ran new wires between the engine and the tender on the steam engines. I also remotored and repainted a few models.

I set my RGS layout in 1939, when the Great Depression and harsh Colorado winters were taking their toll on the railroad. Many of the locomotives,

2. Rio Grande Southern no. 34 leads a two-car passenger train through a narrow cut. Steve often refers to prototype photos while scenicking his layout to make the terrain look as close as possible to that found along the real RGS.

Steve Harris photo

3. Denver & Rio Grande Western 2-8-0 no. 278 climbs the challenging mountain grade as it passes over Animas Creek. The rock outcroppings in the background are plaster castings that Steve colored with acrylic washes.

freight cars, and structures are heavily weathered to match the way the prototype trains and buildings looked during that year.

Layout environment

Before I did any work on the layout, I constructed my dream workshop in an 8'-0" x 9'-4" space at one end of the trailer. Since I enjoy scratchbuilding and working on structures, I wanted my modeling space to be open and well-lit. I built a U-shaped workbench and covered it with Formica; I also installed a spray booth, small sink, and cabinets. With the shop constructed, I now had a 9 x 25-foot room in which to build my dream layout.

Through research I found out that the Rio Grande Southern had interchanges with the Denver & Rio Grande Western at both its northern and southern terminals. Since I wanted my cars to reach the rest of the world at both ends of the layout, I decided to model a selectively compressed version of the entire RGS system.

To achieve this goal I designed a double-deck layout with a helix and mushroom peninsula. I found planning to be a daunting task. To help determine the ideal layout height, I built full-size cardboard cross sections of the layout. I also made a 1/2" scale styrene mock-up of the mushroom peninsula. By building mock-ups I was able to make any necessary changes on the plans, not the benchwork.

I built my model railroad with moving in mind, since two of the earliest sections, Ridgway and Placerville, have already moved with my family from California to Colorado and back again. Unfortunately, I didn't design these sections very well, and they were damaged both times. I learned from my mistakes, however, and am building the new sections of the layout much sturdier.

Making compromises

Drawing the track plan was a humbling experience filled with compromises. To fit key RGS features on the

4. With the sun just about to set behind the mountains, a Rio Grande Southern freight passes through Ophir. Steve enjoys scratchbuilding structures, and some examples of his work can be seen in the photo.





► Layout at a glance

Name: Rio Grande Southern

Scale: HO_n3 (1:87.1 proportion, three-foot gauge)

Size: 9 x 25 feet

Prototype: Rio Grande Southern

Locale: southwestern Colorado

Era: around 1939

Layout style: double deck with helix, semi-mushroom peninsula

Length of mainline run: 158 feet (excluding helix)

Layout height: 37" to 62"

Benchwork: upper level cantilevered shelf; lower level L girder

Roadbed: Homasote

Track: handlaid code 55 and 70

Turnout minimum: no. 4

Minimum radius: 18"

Maximum grade: 4 percent

Scenery: ground foam, dirt, and rocks over plaster

Backdrop: painted Masonite hardboard

Controls: CVP Products EasyDCC Digital Command Control

layout, I had to relocate some of the towns geographically and put other communities closer together than they actually were.

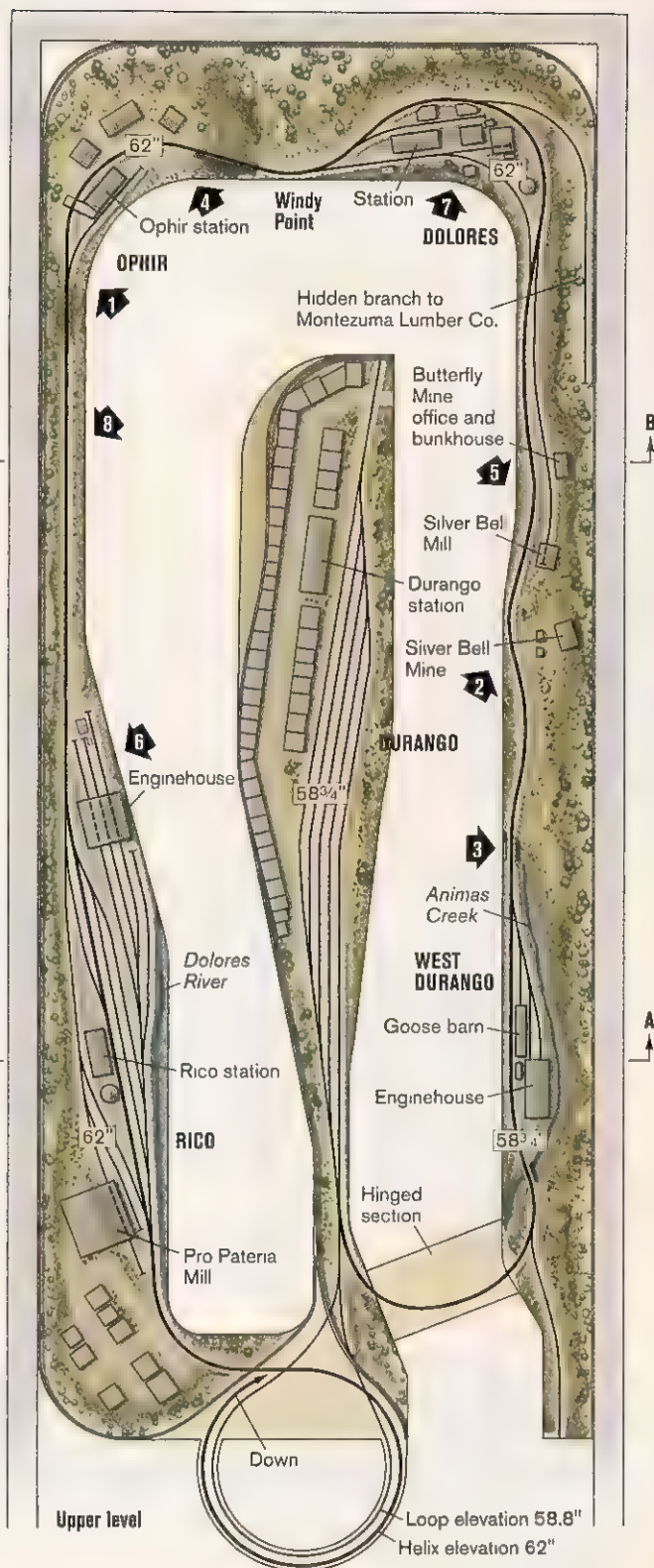
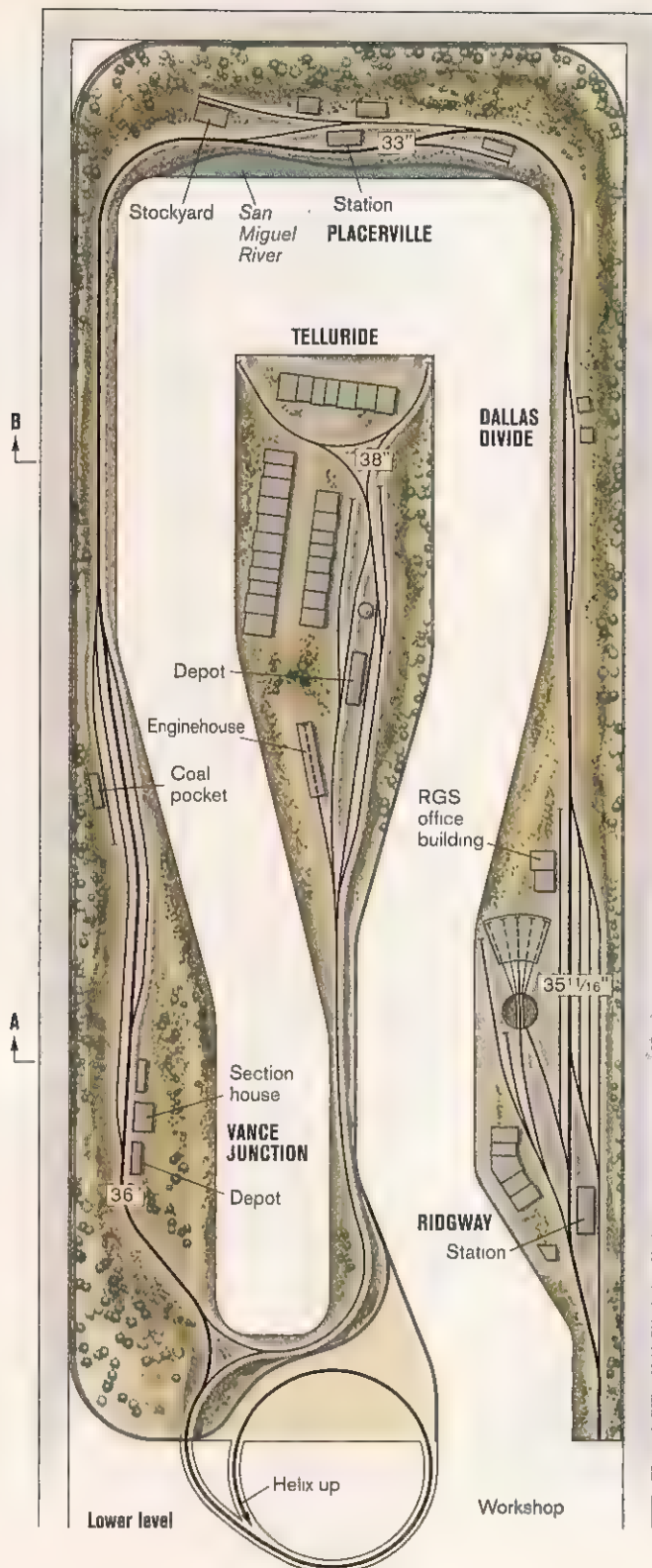
For example, the real RGS ran from Ridgway to Durango, Colo. I was able to incorporate a condensed version of Ridgway into the final track plan, but Durango is only a small yard with a return loop (the loop did exist on the prototype at one time).

I'll model the RGS's branch line to Telluride on the mushroom peninsula. The real community of Telluride featured several buildings with Victorian storefronts, which I plan to add to the layout. But that will have to wait until I begin work on the lower level.

Piece by piece

I'm building the layout in three- to five-foot sections. This method of construction isn't for everyone, though, as it takes a while to get the layout to an operational stage. However, by building the layout in small sections I don't get tired of any one aspect of the layout construction. I work on each section, starting with the benchwork and proceeding until the scenery and final

5. The engineer aboard RGS 4-6-0 no. 20 switches a car at the Butterfly Mill as the sun begins to rise in the mountains. The mill, scratchbuilt by Steve, is based on the real Butterfly and Silver Bell Mills.



Rio Grande Southern

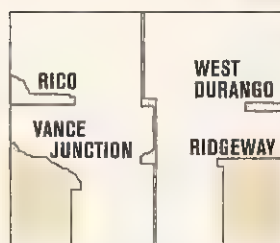
HOn3 (1:87.1 proportion, 3-foot gauge)

Scale: $\frac{5}{16}'' = 1'-0''$

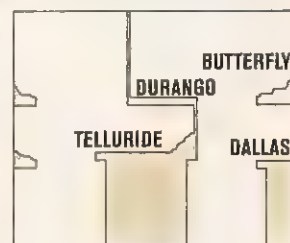
24" grid

HO scale

Numbered arrows indicate photo locations



Cross section A



Cross section B

Illustrations by Rick Johnson and Kellie Jaeger



6. Rio Grande Southern 2-8-2 no. 455 rolls into Rico with a local. Once the locomotive sets its train in the yard, it will go into the enginehouse for servicing. To make his layout as realistic as possible, Steve handlays the track, and scratchbuilds and kitbashes structures.

details are added, before I begin work on the next section. I cover the completed sections with drop cloths so dust and paint doesn't get on them.

When I take breaks from layout construction, I scratchbuild structures, projects that require a lot of time. I spent two months building the Dolores station!

I also handlay track and turnouts, and I used Tortoise slow-motion switch motors with fascia-mounted switches and light-emitting-diode indicators to control turnouts. I operate the layout with CVP Products' EasyDCC Digital Command Control system, so wiring is pretty simple. To make it easier to find short circuits, I installed block switches.

It's all about presentation

I view the presentation of my layout similar to that of a work of art. In art galleries curators display paintings in a distraction-free environment, so a viewer's eyes are drawn to the art and nothing else. With that philosophy in mind I painted the trailer's ceiling dark blue, installed fluorescent lighting, and put Masonite sheets (with coved corners) along the wall before constructing



Layout support braces

A problem I struggled with during the design phase was figuring out how to support the upper level of the layout without having visible braces between the two decks. My solution was to make triangular profile brackets (far left) from $\frac{3}{4}$ " plywood. Since the widest point of the upper level is 28" and the mountains are sloped onto the wall, I cut the top edge of the brackets to match the contour of the terrain. I then bolted the brackets to the wall studs and covered them with scenery. — S.H.



7. The Rio Grande Southern is known for its fleet of gasoline-powered Galloping Goose rail buses. Goose no. 4 is seen here making a station stop in Dolores. In a few more minutes, no. 4 will roll downgrade to West Durango.

the benchwork. I feel these details help frame the layout and draw the viewers into the model railroad.

Advantages and disadvantages

Modeling the Rio Grande Southern has its pros and cons. I like modeling the RGS because there is a wealth of information available on the railroad. Even though the line ceased operations in 1951, many books and photos are available. I've learned more about the RGS by visiting Colorado and many of the areas where the railroad ran.

Re-creating a well-documented railroad has its drawbacks, though. Some visitors have told me the scenery on my layout isn't exactly like that found along the old RGS right of way. To help improve my layout I've been studying prototype photos and referring to them frequently when I work on scenery.

Off to the mountains

I've been working on my layout for several years and have completed the entire upper level from West Durango to Rico. I'm currently working on Durango, on the upper level's peninsula.

I finished the Ridgway and Placerville sections several years ago, before I purchased my trailer. They're sitting in storage and will be installed on the lower level of the layout. Some of the struc-



8. Rio Grande Southern Goose no. 4 is seen here slowly climbing upgrade on its way to Rico. The prototype Galloping Goose was introduced in the early 1930s to cut costs while still providing freight and passenger service.

tures from these two sections have been relocated to Dolores for the time being.

I also went back and modified the yard in Durango as shown in the track plan on page 59. The yard now has a tail track so inbound locomotives can run around their trains.

Even though the Rio Grande Southern has been gone for more than 50 years, I hope to keep it alive in HO_n3 for many years to come. When I want to go to Colorado all I need to do is walk into my trailer and watch narrow gauge steam locomotives and rail buses wind their way through the mountains. **MR**



► Meet Steve Harris

Steve Harris, shown here with his dog Trojan, spent most of his career in broadcast advertising. From 1988 to 2004 Steve and his wife Susie owned and operated an RV park in the San Diego, Calif., area. In his spare time Steve enjoys golfing and skiing.

5 ways to improve your

Maintenance tips and detailing projects to upgrade your rolling stock

by John Pryke

Photos by the author

Your freight cars need to operate flawlessly whether they are being switched individually or coupled in long trains. And because there are so many of them, the appearance of your freight cars is a big part of the look of your model railroad. They should be maintained, weathered, and detailed as nicely as the rest of your layout.

Here are five easy steps you can take to improve your freight car fleet.



ROLLING STOCK SELECTION

The best starting point for improving your fleet of rolling stock is to begin with cars that are appropriate for your layout. Steam-era freight cars are quite different from the equipment running on railroads today, and the two look noticeably out of place when run together (see below).

During the 1930s and '40s, freight car lengths ranged from 30 to 50 feet, with the majority being around 40 feet.

Boxcars, refrigerator cars, hoppers, and the other types of cars varied greatly in construction. Also, in the steam era the predominant freight car paint colors included reds, browns, oranges (for reefers), and black. At the end of every train was a caboose, often painted bright red for visibility. Thanks to exhaust from steam locomotives, freight cars usually had a good layer of dirt and soot.



Choosing the right cars. To make your model railroad look its best, don't mix cars from different time periods. The two modern Union Pacific cars are clearly out of place in this steam-era train.

freight cars



The common denominator on most model railroads is the freight car, and it's for this reason that these cars warrant some attention. Author John Pryke explains five easy steps he follows to make his freight cars look realistic, roll their best, and provide trouble-free operation.

RELIABLE RUNNING

Your freight cars should meet a minimum set of standards that guarantee reliable running. The first thing to check is a car's wheel gauge.

To check wheel gauge, I use a special tool, made by the National Model Railroad Association (NMRA). The NMRA offers standards gauges for most scales to check things like wheels, rail gauge, turnouts, clearances, and coupler heights. They are available at hobby shops or can be ordered from Walthers or directly from the group's Web site at www.nmra.org.

To perform the check, place the wheelset's flanges in notches in the gauge, as shown in the left-hand photo below. If the wheelset is out of gauge (too wide or too narrow), you can adjust it by using a wheel-puller tool like those sold by Micro-Mark or NorthWest Short Line, providing the wheelset is not a single piece of molded plastic.



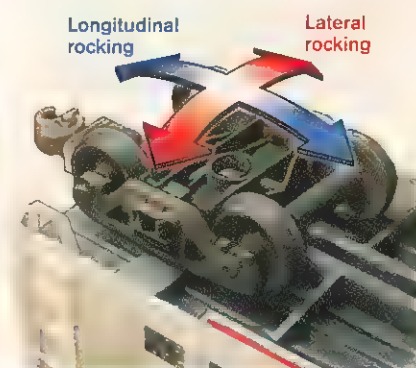
Checking wheelset gauge. Out-of-gauge wheelsets cause derailments and need to be corrected or replaced. John checks wheelsets with an NMRA standards gauge before putting the cars in service.

Next, spin each wheelset to make sure that the wheels are mounted perpendicular to the axle. This test ensures that a car will not wobble as it rolls. Replace bad wheelsets with new ones, such as those offered by Kadee, Inter-Mountain, Life-Like, NorthWest Short Line, or Reboxx.

Remount the trucks on the car and then swivel each truck back and forth, checking that the wheels do not rub on any portion of the underframe or bolster. Remove any underframe detail that interferes with the wheels.

Next, check the lateral and longitudinal play of each truck, as shown below. If the truck is too tightly attached to the car, it can cause derailments on turnouts, grades, and sharp curves.

Finally, push the car down a straight piece of track; if it rocks from side to side, tighten one of the truck screws slightly until the car rides evenly.



Truck motion. Cars with trucks that are screwed on too tightly can't react to changes in the track properly and will derail. A truck needs to swivel freely and have some lateral and longitudinal play.

By the 1960s and '70s freight cars had grown bigger (60 feet or longer), and new types appeared, including hi-cube boxcars, cylindrical grain cars, and piggyback and auto-rack cars. All equipment was made of steel or aluminum, and railroads painted their cars with bright colors and large lettering. The absence of steam locomotives, combined with roller-bearing trucks, greatly reduced the amount of dirt on the car bodies.

In the 1980s and '90s, cars again grew in length, and articulated container well cars, 89-foot enclosed auto-racks, and multi-purpose spine cars became common. Running boards and full-height ladders disappeared from older, rebuilt boxcars.

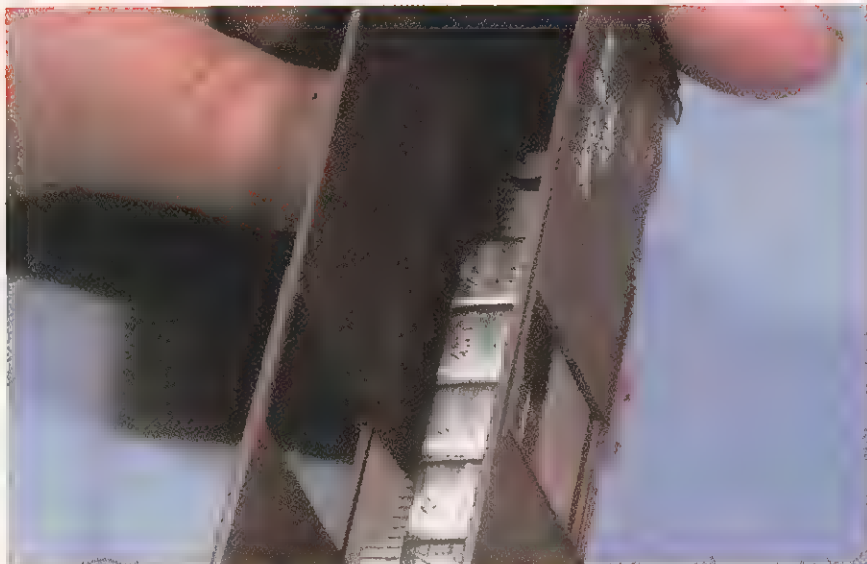
Today's cars are built to carry as much as possible, so similar types of cars have a uniform height. Paint colors have returned to dull tones, rust is prevalent on older cars still in service, and graffiti is common. A box of monitoring equipment fixed to the last car of the train has replaced the caboose.

CAR WEIGHT

Cars that are either too light or too heavy can cause problems on a layout. Therefore it's important that your freight cars are properly weighted. The NMRA has formulas for recommended car weights in each scale that can be found on the organization's Web site at www.nmra.org/standards/rp-20_1.html.

According to the NMRA, an HO scale car should weigh 1 ounce plus $\frac{1}{2}$ ounce for every inch of carbody length. Following that formula, a 40-foot boxcar (which is roughly $5\frac{1}{2}$ " long) should weigh approximately 3 $\frac{3}{4}$ ounces. For N scale, use $\frac{1}{2}$ ounce plus .15 ounces for every inch of length. The O scale formula is 5 ounces with 1 ounce per inch of carbody length.

To check the weights of your cars, use an inexpensive postal scale. If you need to add weight to a car, A-Line makes strips of weights that can be broken into $\frac{1}{4}$ -ounce pieces (to match the extra weight required) and attached to the inside floor of the car using double sided tape. [You can also use stick-on wheel balance weights, found at auto parts stores. — Ed.] Make sure to place the added weight along the center line of the car floor and an equal distance from each end. This way the car will be balanced.



Hiding additional weight inside boxcars and reefers is simple. In gondolas and hoppers, you can hide extra weights under loads of junk, scrap, or coal. For tank cars, weights can be placed inside the tank, providing that one of the ends can be removed.

In the case of a flatcar, the weight can be hidden by hollowing out part of the load, such as a piece of machinery, or within the load itself, such as inside a

Adding weight. John uses A-Line's self-adhesive metal weights to increase the weight of his rolling stock, as shown on the floor of the boxcar above. The weights can be broken into $\frac{1}{4}$ - and $\frac{1}{2}$ -ounce pieces and come with double-sided tape.

piggyback trailer. For flatcars with fish-belly sides, you can remove or omit the frame or underbody detail to make room for weight.

GOOD COUPLER CONNECTIONS

Most modelers use some type of magnetic knuckle couplers. For dependable and consistent coupling (and uncoupling), every car's couplers must be the same height. The easiest way to check coupler heights is with a Kadee coupler gauge, available for HO, S, O, and G scales. Micro-Trains makes a similar gauge for N scale.

The gauge has a coupler mounted at the correct height. Set the gauge on a piece of straight track, roll a car up to it, and compare the coupler heights. You'll be able to easily see any vertical discrepancies between the two.

For cars with couplers that are too low, you can add a Kadee fiber washer between the truck and the bolster to adjust the car height, but be careful not to add too many. For couplers that ride too high, you will need to either add a shim to the coupler box or replace the coupler with one that has an offset shank to make up the difference.

The uncoupling pin can also cause trouble, especially if it rides too low and



catches on turnouts, guardrails, or grade crossings. To check the pin, roll the car up to the coupler height gauge again. The pin should slip over the front lip of the gauge. If the uncoupling pin hits the gauge (too low) or there is a visible space between the pin and the gauge (too high), it may be corrected by bending the pin. Kadee and Micro-Mark

Coupler pin adjustments. If an uncoupling pin hangs too low, it can cause derailments. John adjusts the soft-metal pin using a special pair of coupler pliers for easy installation.

both offer special coupler-adjustment pliers to perform this task, as shown in the photo above. The pins are made of soft iron and bend easily.

If you're like me, you probably have a mix of older and newer freight car models on your layout. With all the advances in the manufacture of model trains, the cars produced today are more highly detailed than ever, making those older models with over-sized ladders and stirrup steps look out of place. You can make your older freight cars look more realistic simply by adding or replacing a few details, and then blending all the cars in your fleet together with some simple airbrush-weathering techniques.

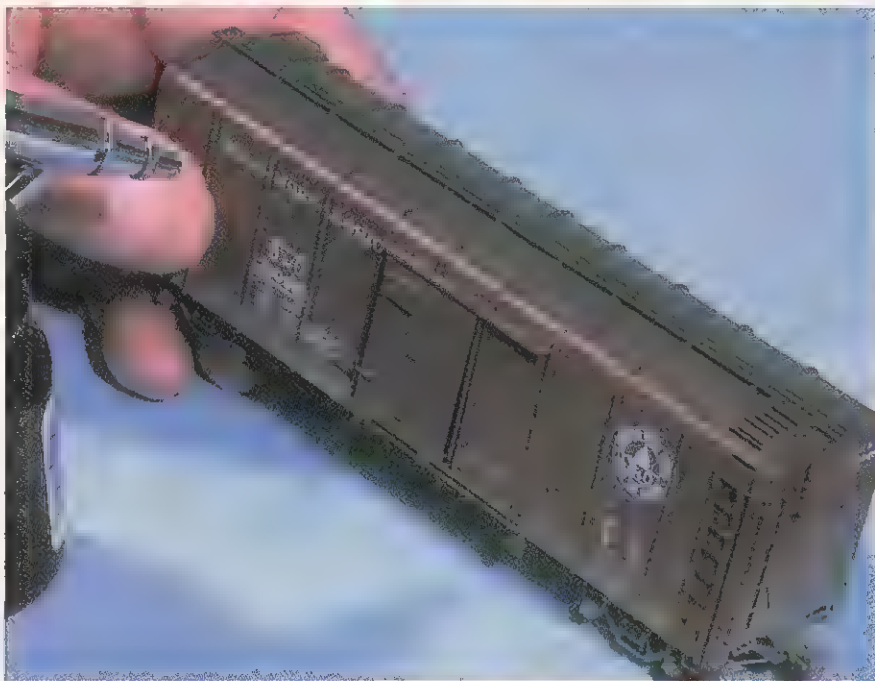
Most older models can be improved by adding new details in one or more key areas. These include installing new underbody details, wire grab-irons, and stirrup steps.

The most noticeable change comes from adding scale-size stirrup steps. On older plastic cars, these steps, found at the ends of the car, were cast as part of the sides. To prevent them from breaking off, they were made much thicker than the prototype, spoiling the appearance of the car. Replacement steps made of plastic or metal with dimensions very close to the prototype are available from various companies, such as A-Line, Detail Associates, Tichy Train Group.

To install the new steps, carefully cut off the old ones with a sharp hobby knife and file the bottom of the sill smooth. Drill small holes in the sill to match the pins cast onto the replacement step. Place a drop of cyanoacrylate adhesive (CA) in the hole and hold the new step in place with a pair of tweezers while the bond hardens, as shown in the photo above. Spraying a CA accelerator on the joint will shorten the setting time, but test the accelerator on the underframe or an inner wall of the car first to make sure it will not harm the car's paint.

After adding some new details to your older cars, a bit of simple weathering will make your freight cars look more like the real ones.

An easy, yet very good technique is to spray a light coat of earth on the trucks and underbody, and a dusting of black on the roof (particularly if you model the steam era). Apply the paint with an airbrush using quick, horizontal strokes. Use slightly different weathering colors (earth, grime, dirt, and so forth) on the underbody to differentiate cars from various parts of the country. [For a complete account of John's technique, see "Quick and Dirty Freight Car Weathering," in the February 2003 *Model Railroader* and on the Web. — Ed.]



With the weathering completed, your freight car fleet will be ready to take its place on your layout — operating and looking better than ever.

John Pryke is frequent contributor to Model Railroader magazine. His HO scale New Haven layout was most recently featured in Great Model Railroads 2001.

More on our Web site

To read John Pryke's "Quick and Dirty Freight Car Weathering" article online, visit www.modelrailroader.com

Upgrading details (top photo). John improved the appearance of his older cars by replacing the over-sized stirrup steps with scale-sized steps. After drilling holes in the car's sill, John added the new stirrups, cementing them in place with CA.

Light weathering (lower photo). You can easily make your freight cars look more realistic by airbrushing a light coat of tan paint on the trucks and underbodies and black on the roofs. Here John has just finished adding a little black paint to the roof, simulating soot left by steam locomotives.



Above: A Burlington Northern Santa Fe train led by a General Electric Evolution Series (GEVO) locomotive nears Tacoma, Wash., on January 25, 2004. The GEVO meets tough new environmental protection laws that take effect January 1, 2005. Dale Skyllingstad photo

Right: The SD70ACe uses a new version of Electro-Motive's 16-cylinder 710-series diesel engine to meet new exhaust emission limits. The locomotive also has improved engine cooling and electrical control systems. Paul M. Rome photo



Sophisticated new locomotives from General Electric and General Motors battle for market dominance

By Jeffrey Capps • Illustrations by the author

In recent months, both General Electric Transportation and the Electro-Motive Division of General Motors have introduced new diesel-electric locomotives. The 4,400-hp GE Evolution Series ("GEVO" for short) ES44AC and the 4,300-hp EMD SD70ACe are highly advanced locomotives that may define the motive power of the next decade in much the same way Alco's PA and EMD's E units defined postwar passenger diesels.

With established models such as GE's AC4400CW/Dash 9-44CW and EMD's SD70M/SD70MAC still selling strongly, why would these manufacturers introduce radically new locomotives? The answer can be found in the Environmental Protection Agency's exhaust emission

standards that will be imposed on locomotives manufactured after January 1, 2005. Among other requirements, the regulations call for steep cuts in nitrogen oxide (NOx) emissions and set limits on hydrocarbon, carbon monoxide, and particulate-matter emissions.

The GEVO and the ACe both cut emissions, but that's where the similarity ends. General Electric developed a new 12-cylinder diesel engine for its GEVO, while EMD opted to refine its well-regarded 16-cylinder engine.

Will the market embrace GE's new technology or EMD's proven engine? It's a huge roll of the dice by two powerful corporations, and only time will tell which will emerge as the champion of a new generation of locomotives.

vs. ACe



GENERAL ELECTRIC'S "GEVO" EVOLUTION ES44AC



At first glance, a GEVO-series locomotive might be mistaken for a standard GE AC4400. The key external difference is the GEVO's large radiator section. Dale Skillingstad photo

General Electric Transportation (GE) approached the EPA mandate by investing six years and more than \$200 million in the development of a 12-cylinder diesel engine. According to GE, its new engine reduces exhaust emissions by 40 percent over the previous model while increasing fuel economy. Having 12 cylinders to maintain instead of 16 cylinders, GE notes, will also trim maintenance time and lower parts costs. Even with four fewer cylinders the engine has the same 4,400-hp rating as GE's current-production 16-cylinder engines.

Two demonstrators have been built, but they remain at the Erie plant and are rarely seen by outsiders.

Instead of circulating demo units to railroad customers, GE has chosen to deliver "preproduction" models painted for Union Pacific, Burlington Northern Santa Fe, and Norfolk Southern. Union Pacific received five AC units (5695 through 5699). Even though GE has designated them ES44ACs, the UP prefers to call them C45ACCTEs. The BNSF also renamed its 30 preproduction units, calling them AC4400CWs. The locomotives are numbered 5718 through 5747.

Norfolk Southern, being a devotee of DC transmissions, received ES44DCs that were originally numbered in the 9900 series; units 9912, 9913, and 9914 were the first delivered. Due to a numbering conflict, additional units are being delivered in the 7500 series.

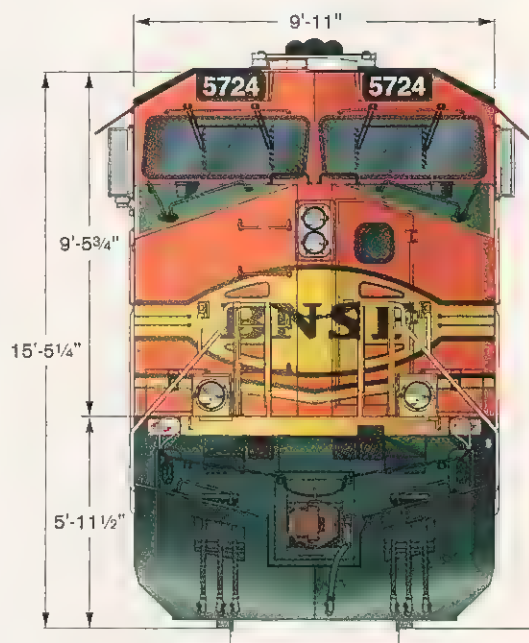
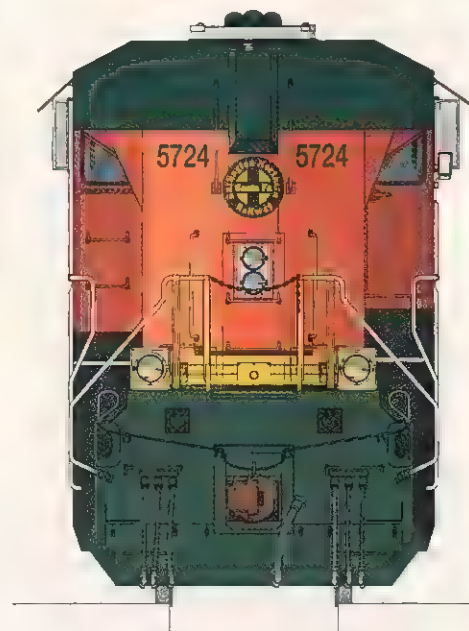
The GEVO units are dimensionally the same as a standard AC4400 and, at a glance, could be easily mistaken for one of those units.

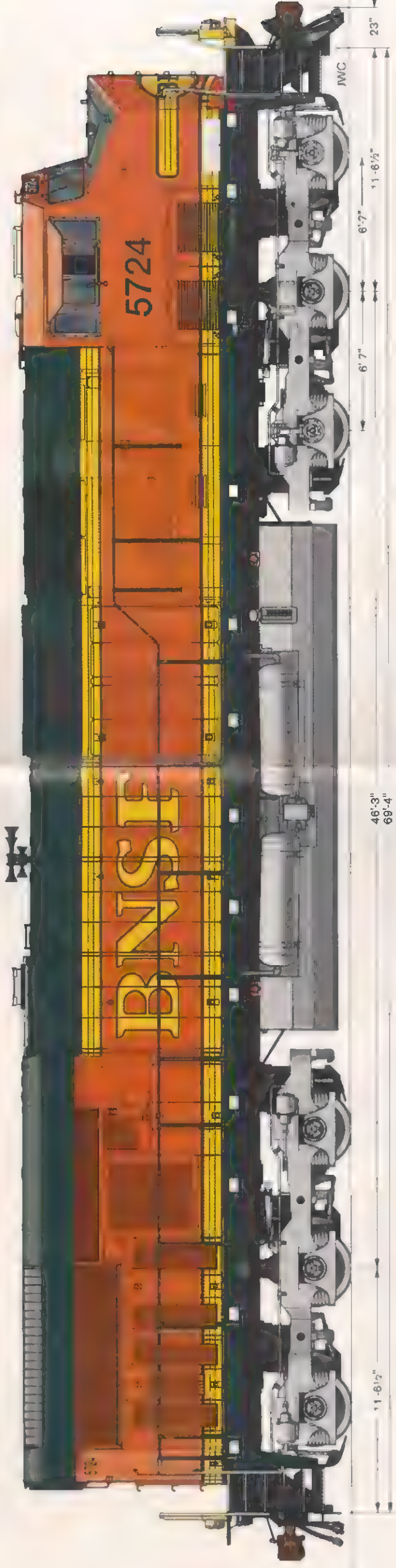
There are two side-window arrangements in use. One has the standard GE configuration, with one smaller rectangular window with rounded corners that doesn't open in front of larger sliding windows. This pattern is used on UP and NS units. The second arrangement, used only by BNSF, is similar to recent EMD cab-window configurations in having one non-opening rectangular window, followed by two sliding windows, then one more exactly like the first.

The radiator section has the most visible changes. The radiator wing is much larger than on an AC4400 and overhangs the walkway at the rear of the unit. The radiator section is also longer, extending approximately 25 percent further forward into the engine section. The roof of the radiator is divided into two parts; the rear two thirds is a standard-looking GE radiator section. The front third houses new heat exchanger fans. Its cross section is trapezoidal with a flat roof.

Modeling the GEVO

This locomotive should be fairly easy for a good modeler to accurately represent in HO scale. Start with either an Athearn or a Kato AC4400 and do a little kitbashing of the front part of the radiator section using the accompanying drawings and photos. Though you could spend hours replicating the exact door, grill, and X-panel configuration, the radiator is the most recognizable feature. The other approach is to order an HO brass GEVO from Overland Models Inc.





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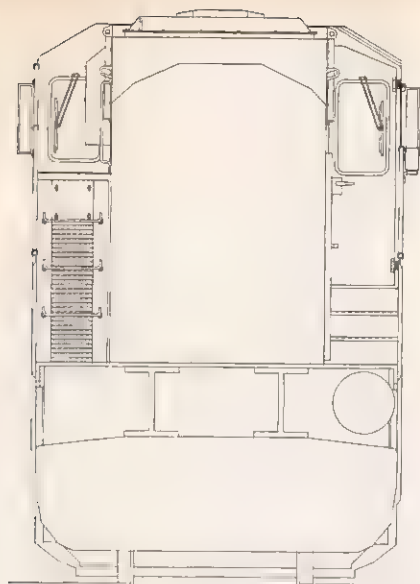
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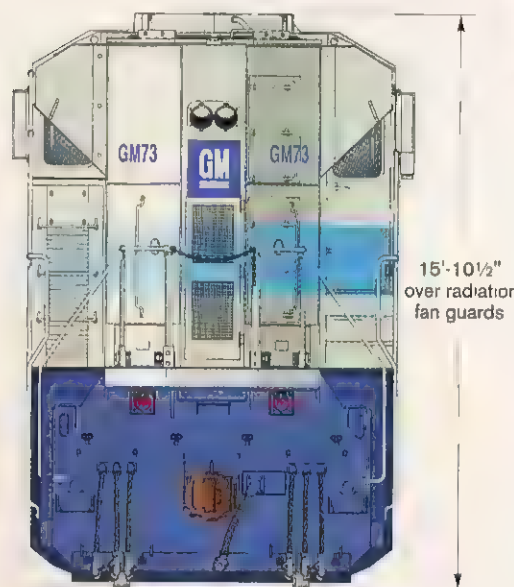
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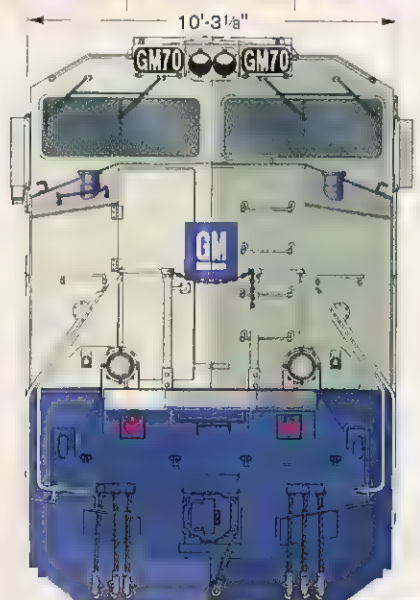
ELECTRO-MOTIVE DIVISION SD70ACe



Section A-A



15'-10 1/2"
over radiator
fan guards



10'-3 1/8"



Electro-Motive Division's SD70ACe meets the 2005 exhaust emissions standard. The ACe design also includes wiring and piping runs under the walkway for ease of maintenance.

Paul M. Rome photo

To meet the 2005 EPA regulations, EMD started with its tried-and-true 16-710 engine for its SD70ACe. With more than 5,000 of these workhorses in service around the world, EMD felt its customers had confidence in the 710's reliability and knew its maintenance needs. The engine was fine-tuned to create the new 16-710G3C-2, which cranks out 10 percent more horsepower (4,300 hp) with a 50 percent reduction in NOx emissions from the previous engine.

Other enhancements include easy access to electrical cabling, which has been routed along the left side of the frame under the locomotive's walkway. The air lines and much of the locomotive's piping are similarly routed along the frame on the right side. This is very evident when you look at the units.

The SD70ACe rides high on its trucks with little or no side sill under the walkway. Unobstructed access also helps with traction motor maintenance.

Externally the SD70ACe might be described as a shorter version of the SD90MAC phase II. The cab is the same used on the phase II SD90s, but no rubber gasket runs up and over the nose, which indicates this is not a "Whisper Cab." The electrical cabinet is behind the cab, followed by the inertial air intake compartment and the engine compartment. Here EMD has incorporated more-significant changes, including beveled gull-wing doors in the roof.

Flared downward-facing grills identify the radiator section, which has two large recessed fans. The dynamic brake section is at the very back of the locomotive, along with cooling intakes for

the rear traction motors, the dynamic brake air intakes, and a large roof fan.

Below the walkway is a 4,900-gallon fuel tank and the new HTSC-2 three-axle trucks. The HTSC-2 truck looks similar to the HTC-II self-steering radial truck used on the SD80 and 90MACs, but this truck is not a radial-steering design and has a shorter axle spacing (80" instead of 82"). Radial trucks are available as an extra-cost option.

Four SD70ACe demonstrators were built by EMD: GM70, 71, 72 and 73. Currently, EMD is building 20 preproduction models for CSX, to be numbered upward from 4831.

Soon, EMD plans to introduce a DC-transmission version of the SD70ACe for railroads that prefer DC instead of AC motors. They are to be designated SD70M-2, but few details have been released about the exterior appearance of this locomotive.

Modeling the ACes

This distinctive-looking locomotive is a tough one to model. Currently, you have only two choices. You can buy an HO SD70ACe from Overland Models; or you can buy a Rail Power SD90MAC shell and frame, shorten the frame, modify the shell by shortening the walkway and engine section, rebuild parts of the electrical cabinet, and scratchbuild its distinctive cab. **MR**



1. There's a heavy lot to spend: HO scale locomotives, rolling stock, and track. But only \$100 and 100 more for a 1:87 scale, for a very modest price. The best way to get the most out of your money is to buy a lot of small items, like the ones shown here, and use them to build a big train.

A detailed model train set is shown crossing a black metal truss bridge. The lead locomotive is blue with white and yellow accents, featuring the text "QUALITY" and a logo. It is pulling several freight cars, including a white one and a blue one. The background is a painted backdrop of a valley with green and yellow foliage. The title "An Operating layout that delivers big-time Fun" is overlaid on the top half of the image in a large, stylized font.

An Operating layout that delivers big-time Fun

Ed Silvia's Aquidneck
Valley RR has provided
25 years of fellowship

By Lou Sassi

Photos by the author

Fun and fellowship were the key ingredients that brought Ed Silvia back into model railroading after a 20-year hiatus. Nowadays he gets his fun – and his fellowship – by hosting semi-formal operating sessions every Sunday evening for five to ten friends.

Of course, in real railroad fashion, the high point of the evening is the coffee break. That's when Ed's wife, Gloria, serves some of her homemade goodies. Ed's beginning to wonder if the regular attendance of his crew members is due to the railroad or to the food!

A variety of ideas

The Aquidneck Valley RR (AVR) is a conglomeration of ideas drawn from numerous layouts published in hobby magazines. Its unusual name is taken from the island where the Silvias live. The AVR is a train-watcher's paradise, with numerous railfan locations where big diesels climb steep mountain grades with heavy trains. Most of the main line is double track, though there is a long stretch of single track in the Dussault Trestle area to keep things interesting.

Although the AVR doesn't represent any specific prototype, the scenery and Ed's operating concept are appropriate for the Appalachian Mountains locale. The AVR is set in a "contemporary" time period because Ed enjoys running big, modern diesel locomotives and rolling stock. For Ed, "modern" began as the early 1990s but keeps sliding forward as newer models become available.

Ceilings and walls first

Construction began the day after Thanksgiving in 1977. Ed's first step was to finish the ceiling and walls of the 20 x 22-foot basement room. With that out of the way, he moved on to building the open-grid benchwork; the trains run on code 100 track and turnouts. Because of their reliability and extra electrical contacts (which operate signals that indicate turnout positions), Ed went with Tortoise switch machines. Engineers operate their trains using Digitrax Digital Command Control (DCC) cabs – five in all.

Originally, the AVR was an out-and-back loop that used Usenia Yard as both ends of the line. The yard tracks extended across a drop-leaf access bridge. The two outer tracks disappeared into tunnel portals to reach a double-ended six-track staging yard hidden along the end wall.

Also hidden is a lead track that extends from the opposite end of the

Layout at a glance

Name: Aquidneck Valley RR

Scale: HO (1:87.1)

Size: 26 x 34 feet

Prototype: Eastern-style free-lanced

Period: modern (1990s)

Locale: Pennsylvania and West Virginia area

Layout style: L-shaped walk-in and around-the-walls

Layout height: 42" to 56"

Length of mainline run: 400 feet

Benchwork: Open grid

Roadbed: cork and Homasote

Track: Atlas code 100 flextrack

Turnout minimum: no. 6

Minimum radius: 30"

Maximum grade: 2.5 percent

Scenery: plaster over screen wire

Backdrop: hand-painted sheetrock

Control: Digitrax Digital Command Control (DCC), five cabs; Soundtraxx sound system

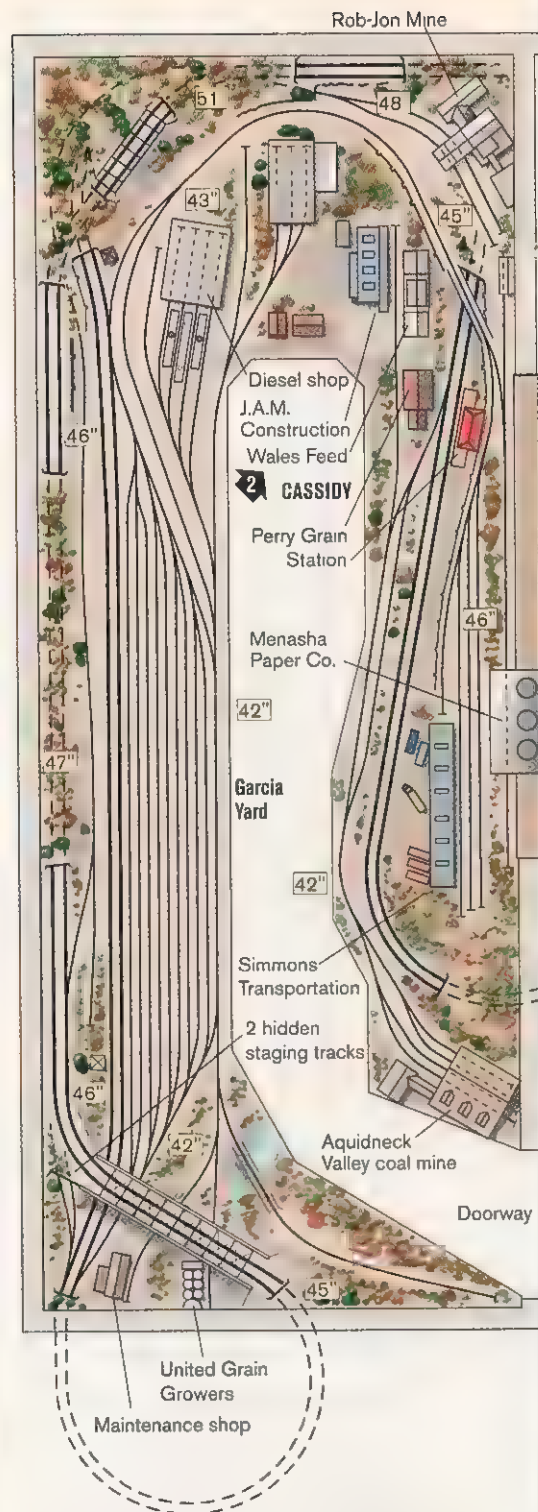
Casual operation

While the Aquidneck Valley RR crew gets together to run trains almost every Sunday evening, there's nothing you could consider formal about our operating sessions.

We may run unit coal trains, inter-modal hotshots, or shortline-style switching runs. It depends entirely upon what the engineers feel like doing at the moment. Some of the crew members really enjoy yard switching, while others would much rather work the various industrial areas on the layout.

Our operating crew ranges anywhere from five to ten operators, with six being the most common size. We have radios for communication, but we seldom use them since we're never actually very far apart. I don't use a car-forwarding operating system at this point, but I'm considering one for the future.

This casual style of operation allows everyone to run the trains they enjoy, and it fits right in with the somewhat laid-back personality of our group. Given the size of the Aquidneck Valley RR, there's plenty of room to have fun running almost any type of train. – Ed Silvia



Aquidneck Valley RR

Scale: 1/4" = 1'-0"

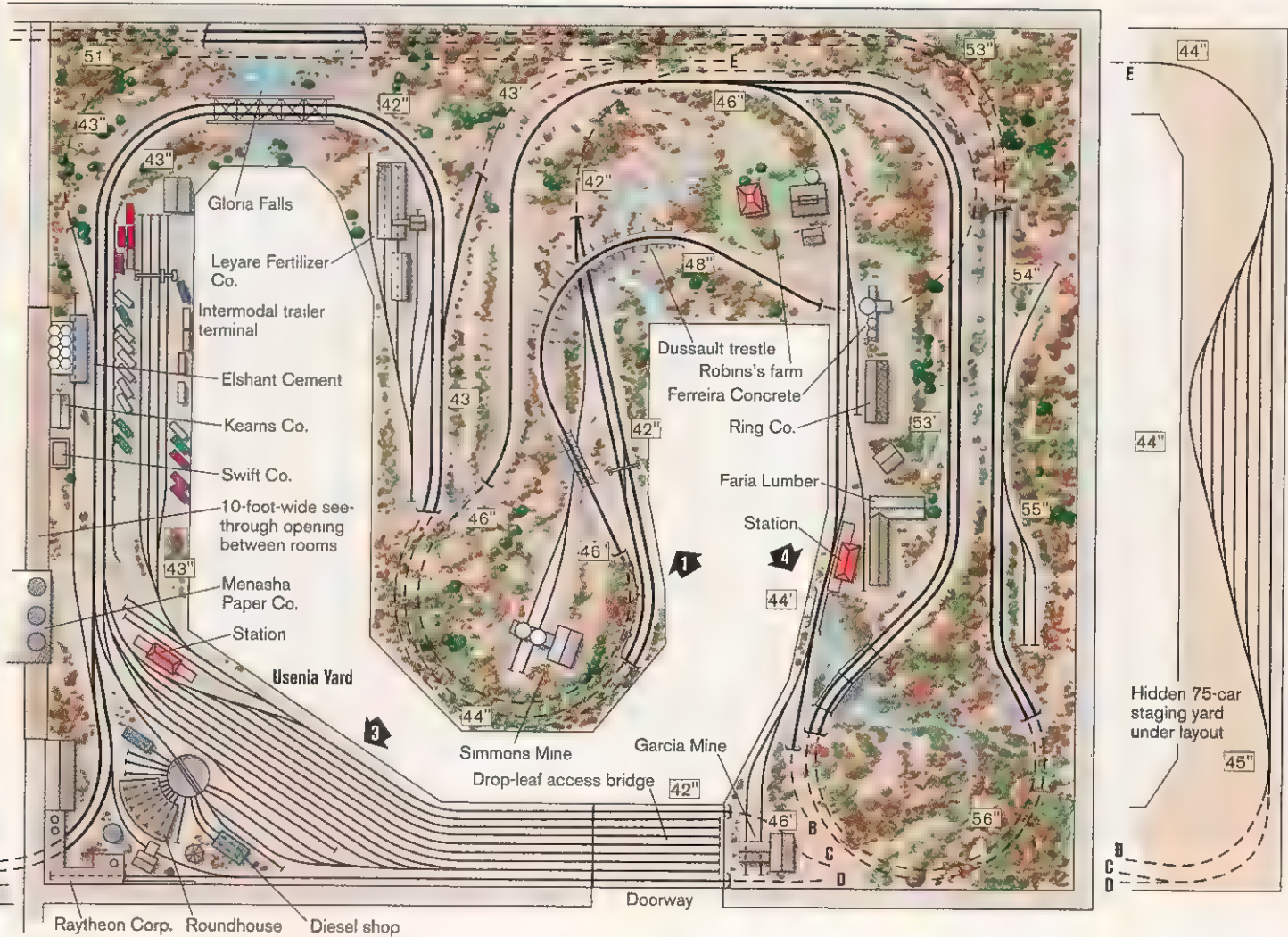
12" grid

HO scale (1:87.1)

Numbered arrows indicate photo locations

Illustration by Robert Wagner

2. Modern GE road diesels work hard to make the grade behind the Wales grain elevator. This secondary freight handles cars bound for a group of local industries.





staging yard and splits into two routes which join the main line opposite the trailer terminal and behind Leyaire Fertilizer. These connections create a wye that make it possible for long trains to return to Usenia Yard or head out onto the main line in the opposite direction.

Expanding the system

Eventually the Aquidneck Valley RR expanded into an adjoining 10 x 26-foot opening through a newly cut 10-foot-wide opening. In addition, Ed bored tunnels through the same wall for the mainline extension, turning the schematic into a large loop. In the original room the portals are behind Gloria Falls and beneath the Raytheon Corp. at Usenia. On the addition side, the mainline portal is behind a mine structure at Cassidy, while the other portal is part of a mountainside.

Ed had nearly completed the expansion when he decided to add more staging. Unfortunately, the only place the new double-ended, six-track yard would fit was underneath Garcia Yard with a reverse loop under the diesel shop. Planning for this change proved to be the easy part.

Ed carefully measured everything beneath the layout so he could build the new 26-foot-long yard (in two long

pieces) in the adjacent workshop. The yard's trackwork and wiring had to be built "off-site" as well.

Another opening (this time temporary) had to be cut through the wall beneath the doorway end of Garcia Yard. Then the fun began as Ed and four strong helpers slid both halves of the new yard into the railroad room, raised them into position in the confined space beneath the railroad, and bolted the sections in place. Then they installed the reverse loop under the diesel shop, made the track connections, and completed the wiring.

Keep smiling!

Ed recalls one hot, humid summer evening when he and his "wiring friend" Joe Garcia were under the layout trying to locate a particularly frustrating gremelin. As their patience wore thin, Joe remarked, "Remember, model railroad-ing is fun." Both started to laugh. Since then, whenever they get into a jam, that comment still brings on the smiles.

Appalachian scenery

The AVR's terrain is made of screen wire covered with plaster-soaked paper towels. Ed and his crew have applied more than 800 pounds of plaster so far, with more home-cast and stained rock

3. Three units lead an outbound train past the AVR's busy engine terminal at Usenia Yard. This shop maintains all of the home railroad locomotives and also services the visiting power.

castings to come. Ed's ground cover is sifted dirt and sand with foliage made of ground foam and lichen. He simulates water using two-part epoxy.

Joe Garcia is a carpenter by trade, so he neatly covered the legs and bracing with plywood paneling and trim to give the layout a finished appearance. Ed plans to follow up by carpeting the floor after he and his crew have completed all of the messy construction and scenery work. A combination of fluorescent tubes and incandescent spots provides "the sunshine."

Many "favorite" models

Most of the AVR's locomotives are recent-production, high-horsepower, C-C road diesels built by General Electric or Electro-Motive Division. They include smooth-running plastic models as well as some imported brass units from Overland Models. Many of these locomotives have been custom-painted, and all of them include sound units from SoundTraxx.



Two steam locomotives remain on the roster for fan trips. A Bachmann 2-8-0 hauls a railfan train of LaBelle wooden cars, while a Broadway Limited Imports Pennsylvania 4-8-2 is assigned to a train of steel cars. One of Ed's favorite models is a three-truck Shay that Gloria gave him for Christmas. Naturally, gift cars from his wife and close friends have a special place in Ed's heart. Gloria has also provided many paint scheme ideas for the AVR. Most of the cars started out as plastic kits, and many have been repainted for the home road.

Structures on the layout are a mix of scratchbuilt, kitbashed, and kitbuilt. You can see one example of Ed Gay's craftsmanship (Wales Feed) in the photo on page 79. A few of the structures include interiors and lighting.

A truly special group

According to Ed, "I've learned over the past 25 years that it takes a group of great friends getting together, with each



one using his own special talents, to make a large model railroad come to life. Without the help of friends like Joe Garcia, who has been my right-hand man; Lloyd Simmons, who likes to build buildings; Steve Kearns, who does my custom painting; and Paul Faria, our newest member, the railroad would not be quite the same. We've also lost a few friends, like Mike Usenia and Bob Le Yare. All of them have contributed to making the AVR a special railroad.

"My initial goal was to build a railroad I could enjoy, and most of all, that I could share with my friends. By that I mean not only running model trains, but also going on railfan trips and to train shows together while sharing our



Meet Ed Silva

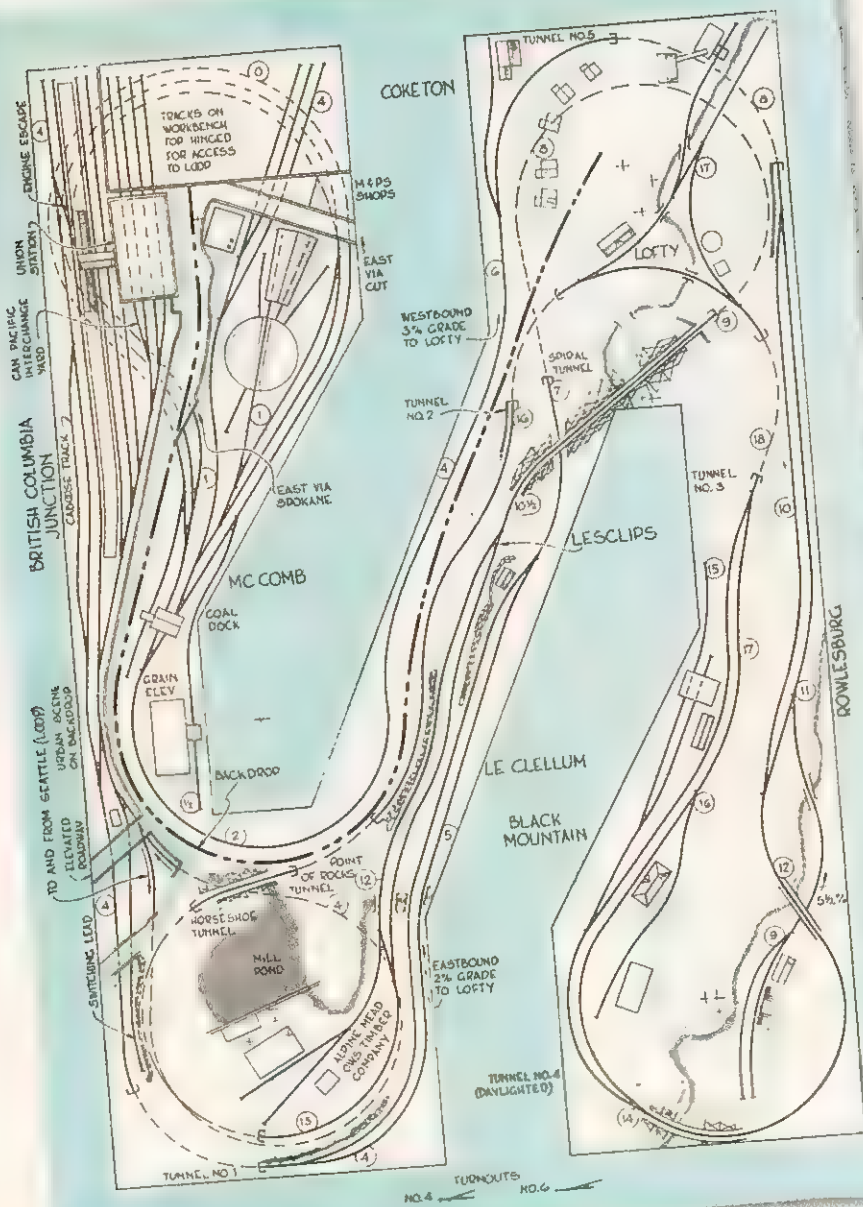
Ed is 61 years old and has been married to his wife Gloria for 35 years. Their daughter Robin, her husband John, and granddaughter Cassidy love to run the trains whenever they visit. Ed has worked for Raytheon Corp., for the past 28 years.

common interest in the hobby. My crew has been on track for 25 years, and we hope to continue having fun running trains for another 25." **MR**

Ahead of its time

A forward-thinking 1950s John Armstrong layout design inspired this N scale plan

By Robert L. Warren



The Montana & Puget Sound. John Armstrong's 1959 track plan featured many innovative ideas, including a walk-in design, linear main line, and some hidden staging. Those concepts are now common practice in modern layout design.

I've often thought that one of John Armstrong's best track plans is his Montana & Puget Sound (M&PS) design, first featured in the December 1959 *Model Railroader*. [For a tribute to the late John Armstrong, see our Trains of Thought column on page 122. - Ed.] This 12 x 18-foot S-shaped layout featured Pacific Northwest railroading set in the Cascade Mountains and incorporated several ideas that we take for granted today, but which were innovative in 1959.

John's plan made economical use of a 16 x 22-foot room thanks to its clever walk-in, no-duck-under design. The fact that operators could follow their trains around the perimeter of the entire layout, coupled with John's use of a scene-dividing backdrop, makes the M&PS seem much larger than it really is. Also, John gave the layout a three-track staging loop at one end for easier point-to-point operation.

Because of these attractive features, I'm surprised more people haven't used the plan for their own layouts – perhaps it's because John's design really was ahead of its time and model railroading had some catching up to do.

A lot has changed in the hobby in the 45 years since the M&PS plan first appeared. Digital Command Control (DCC), wireless throttles, N scale, multi-level layouts, and vast staging yards have become commonplace. With these improvements in the hobby, the time is ripe for the M&PS plan to be revisited and updated.

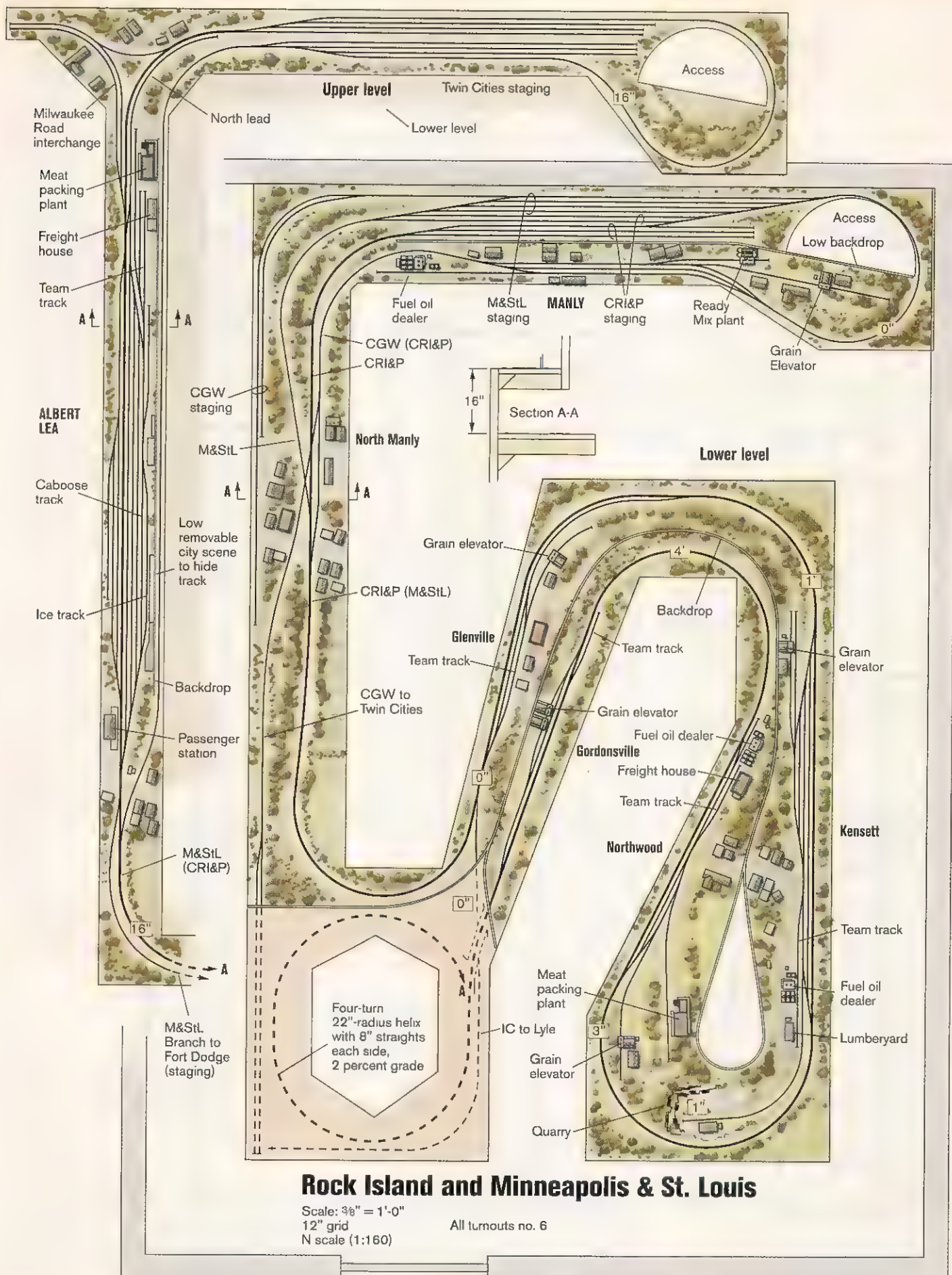
New twists on an old theme

Using the basic shape and walk-in feature of the M&PS design as a starting point, I drafted two new plans – one in N scale, the other in HO. [Bob's HO track plan, featuring the Western Maryland in Elkins, W.Va., will appear in the December 2004 MR. - Ed.]

Both plans use the same 16 x 22 room, but I made several modifications to enhance the layout's operation. The first was to shorten the upper-right end of the railroad so I could expand the benchwork to run along the top wall. The second modification was to add an upper level, creating space for a major yard and more staging. To do this I used the mushroom design, a concept popularized by John in his later track plans and first featured in his October 1987 MR article, "Meet the Mushroom."

A granger railroad

Since John's layout already explored mountain railroading in the Cascades, I wanted a different theme for mine. I selected a granger railroad, the Chicago,



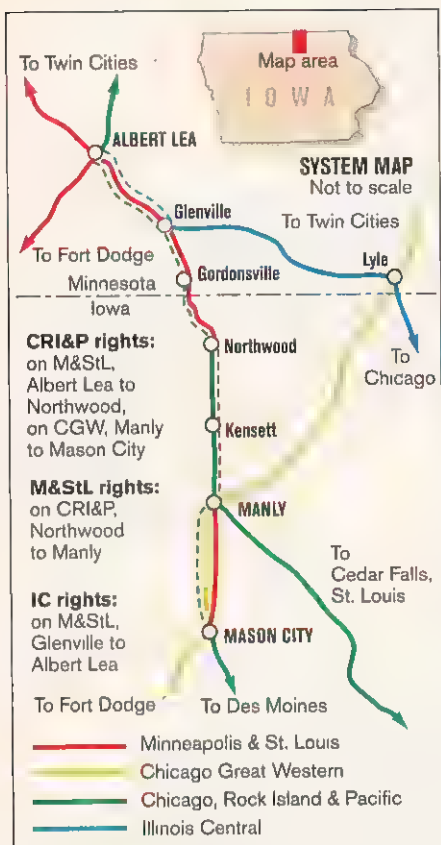


Illustration by Robert Wegner

Rock Island & Pacific (CRI&P), setting it in the 1950s. The Rock Island served a number of major cities, including Chicago, Memphis, Minneapolis, and St. Louis, and extended as far as Colorado, New Mexico, and Texas. Also of interest is the fact that the CRI&P owned one of nearly every first-generation diesel locomotive produced by Electro-Motive Division (EMD) and Alco, making for a varied roster.

For the track plan, I chose to represent parts of the Rock Island's line from Manly, Iowa, to Albert Lea, Minn. As shown in the map above, the Rock Island shared this 30-mile stretch with the Minneapolis & St. Louis (M&StL); the Illinois Central (IC) used a portion of it too.

Just north of Manly was a major junction. Here, the CRI&P and the M&StL split. The Rock Island continued southeast on its own tracks to destinations such as Cedar Rapids, Iowa, and St. Louis. The M&StL's main line continued south to Mason City, Iowa. The Chicago Great Western (CGW) crossed the CRI&P's line at Manly, and the CRI&P used the CGW's line to get to Mason City, before returning to its own tracks heading south to Des Moines.

More on our Web site

If you want to read John Armstrong's original track plan story from the December 1959 *Model Railroader*, visit our Web site at www.modelrailroader.com



The Chicago, Rock Island & Pacific owned a colorful fleet of locomotives in the 1950s, as shown by this pair of EMD GP7s in red, white, and black passing through Stockton, Iowa, on a sunny afternoon in 1952. Charles H. Kerrigan photo

Modeling the line in N scale

By working in N scale, I was able to fit a good portion of the Manly-to-Albert Lea main line into the original plan's 16 x 22-foot room. This right-of-way saw a number of colorful daily passenger trains on the CRI&P, so to accommodate them I used 22"-radius curves on the main line and the helix (the staging loops use 18" curves).

Though the plan offers a loop for display-running, I designed it for point-to-point operation, using a DCC system and wireless throttles to take full advantage of the walk-in features. I also included plenty of staging. In addition to the main yards on the upper and lower levels, there are other staging tracks on the layout representing the various connecting railroads, including the IC and the CGW. The second track on top of the helix provides staging for the M&StL branch line to Fort Dodge and doubles as the Albert Lea yard lead.

The plan's only major compromise is the IC connection, which should be at Glenville, Minn. I had to push this junction over the border into Iowa to take advantage of staging space for the IC train under the helix.

Operating the the line

During a typical operating session the Rock Island would see one manifest freight in each direction and two locals. Most of the switching on the modeled portion of the line was handled by the M&StL, but the CRI&P had industries to work at Glenville. An additional Rock Island train operated each way between Minneapolis and Cedar Falls, as well.

The CRI&P ran two daily passenger trains out of the Twin Cities through this region. The *Twin Star Rocket* ran to Houston as train 507, with its counterpart, 508, running north. Train 509, the *Kansas City Rocket*, ran to Dallas, with

510 being its northern side. The trains made station stops at Manly and Albert Lea, and according to the 1959 timetable, 507, 508, and 509 called at those towns during the day within six hours of each other.

The M&StL also ran a daily manifest freight and a local each way over the line. The locals would handle the switching duties at Northwood and Kensett. An additional freight ran from Minneapolis to deliver cars at Albert Lea and then return.

Albert Lea would have a yard crew to handle local switching and sort the interchange traffic with the IC. An additional M&StL train worked the Fort Dodge branch line. The M&StL had a daily local passenger train in each direction too, consisting of a gas-electric coach and trailer.

An operating session would see one IC train running up the branch from Chicago via Waterloo, Iowa, (staging) to interchange cars at the Albert Lea yard. The train would then return to home rails via Glenville. The Chicago Great Western would run one daily train in each direction as well, switching the industries in Manly as needed.

A fresh look

Considering the advances made in model railroad equipment and walk-around control systems, perhaps you'll give John Armstrong's innovative plan a fresh look. Next month we'll take a look at another version of the M&PS plan, but this time designed as an Eastern coal hauler. **MR**

Bob Warren retired in 1982 as a captain in the United States Navy, after serving in both Korea and Vietnam. He was awarded the Bronze Star for his actions while in command of the destroyer USS Leonard F. Mason off the Vietnam coast.



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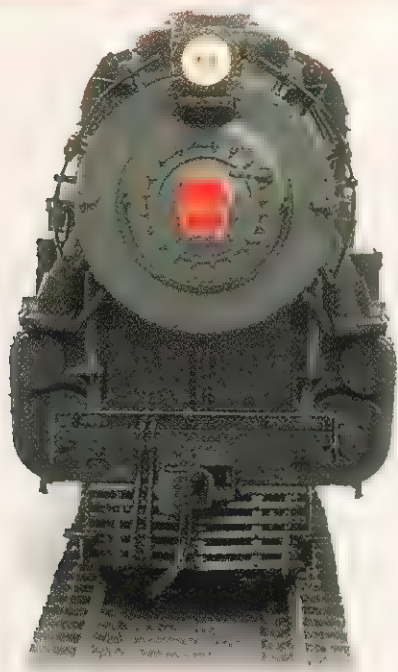
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- Each entry must include (a) a typed description of the model railroad subject featured -- be sure to include the name of the person who did the model work, the scale, brand names of any commercial equipment shown, and any special modeling techniques used; and (b) a brief description (fewer than 150 words) of the photography techniques applied. Please note if the photo was digitally photographed or enhanced in any way, and how it was enhanced.
- Each contestant is limited to three entries. Each image must be labeled with contestant's name.
- All entries must be received in our Waukesha office by October 29, 2004.
- Published photos become the property of *Model Railroader*.
- *Model Railroader* also reserves the right to keep any entry for possible future publication. Payment for use of nonwinning photos will be made at normal rates.
- Nonwinning entries will be returned only if a stamped, self-addressed envelope is enclosed.
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- Kalmbach Publishing Co. employees and their families are not eligible to enter this contest.

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A layout built to travel

The Z scale Val Ease Central
is a globe-trotting hobby ambassador

By Jeffrey MacHan
Photos by William Zuback

Several years ago, I found I was traveling so much that I didn't have much time for my home layout. Rather than take along a kit to work on while far from home though, I went a step further.

When the time came for my next trip, my wife was undoubtedly thinking the 20 x 30-inch hard-side suitcase I was carrying contained clothing. Instead, the suitcase held my prescription for executive stress relief – a Z scale (1:220 proportion) starter set, a power pack, hobby tools, structure kits, a sheet of extruded foam insulation board, glue, scenic materials, and a Radio Shack frequent-buyer card for electronic parts. In the suitcase was everything I needed to build a layout.

Introducing the Val Ease Central

The Z scale Val Ease Central has seen two major expansions since those early days and is now a complete 2'-0" x 8'-0" model railroad consisting of linked portable modules built in a matched trio of black suitcases. The complete layout



can easily be set up on a standard eight-foot banquet table at a train show.

The layout occupies 13 square feet, but the diminutive size of Z means I can pack a lot of action in that space. After all, my 13-square-foot 1:220-proportion model railroad is the equivalent of a 32-square-foot 1:87-scale HO layout.

The VEC is set in the Pacific Northwest's Columbia River Valley during the steam-to-diesel transition era. The thriving communities of Val Ease East, Val Ease West, and Centre Val Ease are linked by a fictitious branch of the Union Pacific RR. Manufacturing, distribution, agriculture, natural resources, and a rail-barge transload facility generate most of the traffic.

The VEC has 65 feet of track, 15 locations where cars can be delivered or picked up, three towns, a port, cabs for three operators, and plenty of crowd-pleasing special effects.

I designed VEC to be "sharable," that is, to be portable and rugged enough to withstand close encounters with the public. I also worked hard to reach a

level of quality that would rival a top-notch home layout and confound those who dismiss the potential of Z scale.

Small details make a big difference

To keep the weight of the layout reasonable, I built the Val Ease Central on a base of 1" foam insulation board, stacked in areas where I needed extra height and carved to shape.

I employed time-tested techniques to complete the layout. For example, I used water-based acrylic paints both for the ground color and also as adhesive for the initial layer of ground texture materials. Extra layers of grass and foliage followed. I wet the layout with alcohol and then fixed the ground cover in place with white glue diluted with two parts water to one part glue.

The track received a similarly conventional treatment. Using a brush, I arranged the Woodland Scenics fine-grain ballast material to my satisfaction, then saturated the ballast with isopropyl alcohol followed by an application of diluted white glue.

I weathered the rails with rust (secondary trackage) and dirty black (main lines) paints and applied a wash down the track center using india ink diluted 50 percent with alcohol. I later added

Jeffrey MacHan's 2 x 8-foot Z scale Val Ease Central was built to travel – the three interconnected modules are housed in hard-sided suitcases. Since the layout's completion, 795,000 people have viewed the railroad at 67 events in North America and Germany.

details to the track, such as weeds in light traffic areas and occasional spills.

It's the details that really make a railroad stand out, and in my limited space I really tried to create exceptionally detailed scenes.

The Val Ease East module, for instance, includes recorded industrial sounds, lighting effects such as a flashing arc welder in the repair shop, and many figures and vehicles. In addition, the turntable rotates and the roundhouse doors are remotely operated from the control box.

The rewards of sharing

Back in the days when the Val Ease Central occupied one suitcase, I never intended it to be anything other than a way to kill time in lonely hotel rooms. All that changed when I visited a train show in September 1993.

On a whim, I asked the show manager if I could set up my suitcase on an empty table. Fifteen minutes later, the



The Z scale Märklin turntable at Val Ease East and roundhouse doors that open and close by hidden motors are always crowd favorites at train shows.

layout was up and running and surrounded by a crowd. The public debut of the Val Ease Central RR was a success – and a complete surprise to my wife. (She loved it!)

I began looking for other opportunities to show the layout. Three months later, I traveled to a train show in Montreal, where I was assigned a dreary spot at the end of a dark hallway of the show venue, a rundown former school.

Word-of-mouth soon brought visitors up the three flights of stairs to see the “man with the suitcase.” A television crew from a local station even interviewed me and filmed the layout. That evening, I was stunned to find the VEC and myself on a national news broadcast. People were standing five deep around the layout all through the following day – and I was solidly hooked on train shows.

For me, talking with people from all walks of life is the most gratifying part of exhibiting a model railroad – and there’s nothing like handing the controls to an excited kid who has never run an electric train.

The growing Val Ease Central

The discussions I had at train shows gave me ideas for improvements and

Who Says Trains Can't **FLY?**

For four exciting days in March 2002, my friend Terry Sutfin and I ran trains on my Z scale Val Ease Central RR layout for 45,000 visitors to the *Faszination Modellbau* (FM) train show in Sinsheim, Germany. Terry and I were guests of BDEF (Friends of German Railways) club.

The high level of crowd interaction and professionalism shown by those exhibiting layouts at the show are my most lasting impressions of *Faszination Modellbau*. For instance, a Gn3 club from Austria built a Western saloon around their display to highlight the gold rush theme of their layout. Visitors could mosey up to the bar, chat with the operators, and enjoy the layout while perched on stools.

Although not particularly large by German standards, the FM show, with roughly 1,000 exhibitors, is twice the size of the largest U.S. show. It was a thrill and an honor to be invited, but once my excitement subsided, I realized I had to figure out how I could safely get my model railroad to the other side of the ocean.

Layouts are fragile things that don't react well to changes of domicile. My layout had already survived three trips across North America. Unfortunately, rough handling by commercial carriers kept me busy with repairs for weeks following delivery.

A European adventure meant an air freight experience with many difficult challenges for an amateur to overcome. One veteran shipper told me the secret to successfully shipping fragile items is to design a crate big enough and tough enough to take abuse – and then apply as many very large warning labels as possible. A good shipping case, he said, is the best insurance I could buy.

Although it took several months to come up with a suitable design, I finally had a custom shipping case made that did the job magnificently. Thanks to a rugged chest-of-drawers case design and a large supply of brick-shaped household cleaning sponges from the dollar store for interior cushioning, the layout traveled to Germany and back with no damage at all. The shipping case, however, collected many scrapes, scratches, and dents.

Cost is the major barrier to participating in intercontinental train shows. Thanks to financial and material support from the German BDEF club, Micro-Trains Line Co., Märklin Inc., and Kalmbach Publishing Co., my friend Terry and I were able to enjoy this once-in-a-lifetime experience. – J.M.

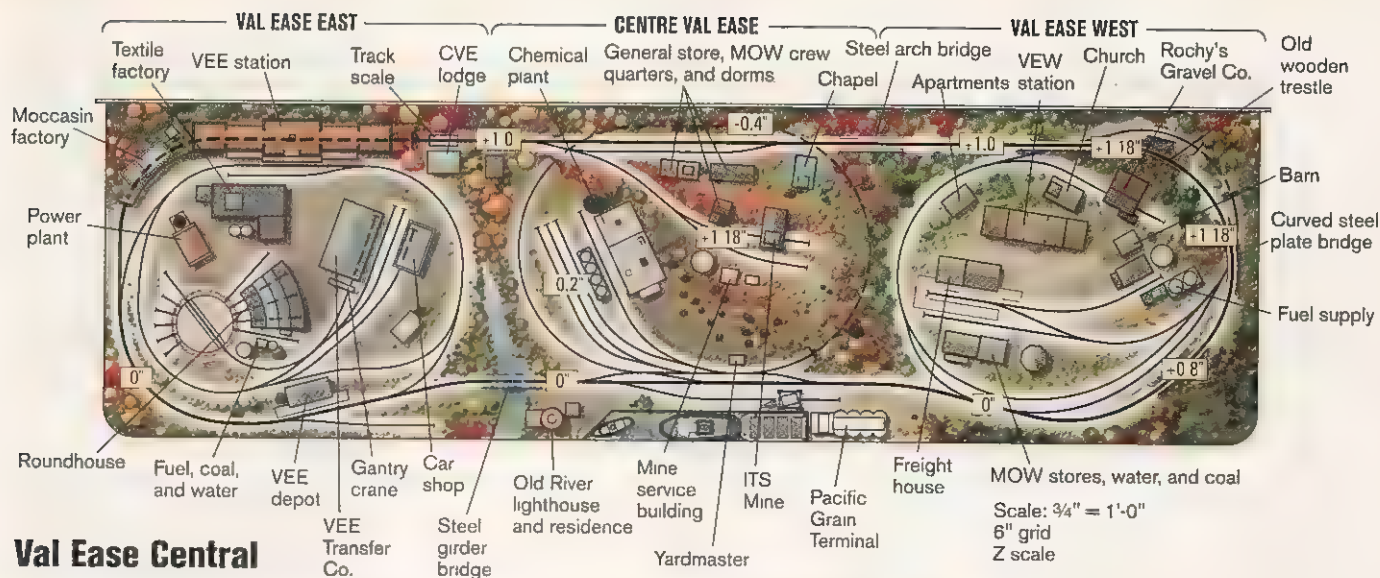


Illustration by Rick Johnson and Roen Kelly



The layout's center module is called, appropriately, Centre Val Ease. It's highlighted by a port area, and connecting tracks on both sides allow trains to operate over all three modules.

additions to the layout. Soon, I began work on a second suitcase, the industrial "Val Ease East."

I began to think about expanding the layout to three suitcases for more operating interest. Expansion would also provide enough square footage to qualify for a National Model Railroad Association's scenery certificate.

In summer 1999, I unveiled a center module called, curiously enough, "Centre Val Ease." The new section included a hidden loop as well as switching for the new Val Ease Port Authority.

Thinking of someday completing the coding on a car-forwarding program and a switch-list generator, I even incorporated a digital fast clock in the layout's control box.

The year of living dangerously

A telephone call one summer evening put in motion almost eight months of frenzied work on the railway. The curator of the Quebec Museum of Civilization wanted my layout for a major exhibition showcasing world miniatures. I readily agreed. Museum technicians built a timer and a sound-effects mechanism for the Val Ease. The museum also produced an accompanying video in which I explained the attraction of model railroading.

Layout at a glance

Name: Val Ease Central RR

Scale: Z (1:220)

Size: 2 x 8 feet

Prototype: Union Pacific RR

Locale: Pacific Northwest

Era: autumn 1954

Layout style: display layout

Length of mainline run: 35 feet

Benchwork: extruded foam insulation board in three suitcases

Roadbed: beveled cork glued to foam board

Track: code 55 flextrack

Minimum radius: 6"

Maximum grade: 4.5 percent

Turnout minimum: no. 6

Scenery: stacked and carved foam insulation board

Backdrop: sectional painted 1/4" Gatorboard panels

Control: cab control

More than 385,000 visitors made the exhibit one of the most successful ever produced by the museum. My layout operated seven hours a day, six days a week, for an entire year! Museum technicians serviced the locomotives weekly and, in a real tribute to the quality of Micro-Trains Lines locomotives, the F7s survived without a hitch.

The experience taught me that a model railroad is more than a craft, it's a work of art – a multi-dimensional animated sculpture in which light and sound combine to tell a story.

It may be art, but is it any good?

If it had been up to me, I would have spent the entire year at the museum, but real life stepped in. I had been



The Val Ease West module is more rural in character. This section features a passenger station and, in the foreground, maintenance-of-way sheds and a water tank.



Meet Jeffrey MacHan

Jeffrey MacHan was born into a rail-roading family. His grandfather was a Canadian National locomotive engineer, and his father worked to establish CN's microwave communication system in Western Canada. Not surprisingly, Jeffrey grew up with model trains, including Lionel, Märklin, and Triang. At 16, Jeffrey started modeling in N scale. On a business trip to Paris in October 1992, he picked up a Märklin Z scale starter set, which laid the groundwork for the Val Ease Central. He lives with his wife Marthe in St-Bruno, Que. He's employed by the provincial government and is responsible for Quebec's trade offices across Canada.

transferred to Vancouver, B.C., and while separated from the VEC, I kept myself busy playing with ideas to build on the layout's success.

While exploring the requirements for the NMRA achievement program, I realized the VEC had all of the elements needed to qualify for the program's Golden Spike Award, which recognizes that a modeler has shown a familiarity with a wide range of hobby skills. I completed the paperwork and arranged for the judges to visit the VEC while it was still at the museum.

Receiving the Golden Spike award meant that my layout met the required elements based on a checklist, but it didn't provide a scorecard that would allow me to compare my work with that of my fellow modelers. I resolved to put the VEC to the test.

During my first judging at a regional NMRA meet, I came face-to-face with the harsh reality of high-level competition when I came up 2.5 points short of winning a "scenery certificate," which is a part of the association's achievement program. Swallowing my pride, I carefully considered the suggested improvements supplied by the judges.

Within a few months, I had produced a new backdrop, crafted hundreds of new trees, and installed light standards and poles in logical places. The individual changes were small, but they combined to greatly improve the layout.

I then took the Val Ease RR to the 2001 National Train Show in St. Louis, Mo. My goal was to improve on my score from the previous year and to pick up some pointers from the Master Model Railroaders on the jury.

The announcement of the winners took my breath away. The VEC won the Best of Show award – the top prize of the competition and the first time a Z scale layout had been honored. It was a moment I'll always treasure.

More to come

I started out by taking the Val Ease Central on the road, but in reality the VEC has taken *me* on an exciting and unforgettable journey. The journey continues to this day as the railroad built to share puts smiles on the faces of model train lovers.

In 2003, the VEC was acquired by Exporail (www.exporail.org), a Canadian railroad museum located in St-Constant, Que. With the blessings of the museum's management, I will be able to continue exhibiting the layout at North American and international train shows. This layout, soon to grow to four suitcases, was built to travel – and its traveling days have just begun! **MR**

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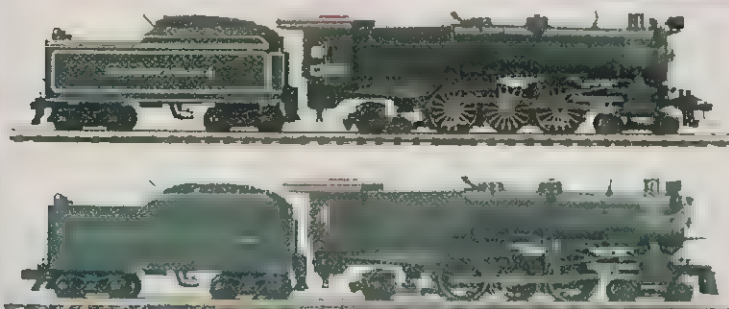


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Modern monster

Techniques and materials to model a prefabricated concrete structure

By Dave Davis • Photos by the author

The 1970s were interesting but also troubling times in railroad history. Not only did railroads have to deal with a rocky economy, but they also had to face the loss of business to a growing trucking industry.

Railroading wasn't the only industry affected, however. Trucks changed how warehouses operated, enabling businesses to build structures away from rail sidings, thus ending warehousing's reliance on railroads to deliver freight. These new opportunities for construction allowed builders to use the latest materials, like modular concrete precast panels.

I set my HO scale Davis Junction Ry. in the 1980s because railcar service to warehouses was still fairly common. But I acknowledged the railroads' loss of business to trucks by modeling some abandoned sidings. Adding a modular warehouse with precast paneling to your layout is a great way to reflect the changing nature of railroading.

Making a model from a prototype

From prototype photos I learned that there are two styles of panels – flat and ribbed. The ribbed type (which I chose to model) is very common in the United States.

I noticed that precast paneling, when visible from the road, is typically painted and/or accompanied by decorative brick to achieve a more finished look.

What ultimately made this warehouse project possible were Great West Models (GWM) warehouse kits, as well as other packs of plain panels that

allowed me to create my own ribbed paneling. The number of packs you need will depend on how large a warehouse you build.

I named my kitbashed warehouse Acme Distributing. The fictional business name came with one of the GWM bulk pack kits. The kits include other business names and building signs to help you outfit your own warehouse.

Although I had the kits, I still needed to scratchbuild a lot of the structure. I used Evergreen Scale Models styrene strip and sheet, Plastruct styrene truss and I-beam sections, and various doors and windows. Product quantities depend on the size warehouse you decide to build. Use my project as a series of guidelines – not step-by-step instructions.

Planning the warehouse

I built my modular layout to sit on a two-foot-wide shelf that winds around my 25 x 35-foot basement. I had originally planned to build a large warehouse, but the shelf width didn't allow enough room for what I had in mind. However, the modules in the center of my layout saved me. I decided to dedicate an entire 4 x 8-foot module to the

warehouse so I could build a really big HO structure.

To form my warehouse, I dry-fit the panels on a folding table. I stopped at 3 x 6 feet and realized I no longer would have enough space for the parking lot. So I reduced the warehouse dimensions to 1'-4" x 5'-0", which left room for a parking lot, rail siding, and service road. I then added a 4"-wide shelf along the rail-line side of the module to allow room for trees.

To break up the flatness of the scene, I made the railroad branch line 1" lower than the warehouse. This change required the service road and the rail siding to travel up to the warehouse.

I modeled the road to look like asphalt using a latex-base product called ScaleCrete, which can simulate asphalt or concrete depending on how you paint it.

Building the warehouse

I began by lining up the panels on a makeshift jig, as seen in **fig. 1**. I could see that the length of the paneled walls was going to end up shorter than the length I had planned my warehouse to be. So I added .060" Evergreen strip between the sections of paneling to



Fig. 1. Panel jig. Several panels are lined up on a makeshift jig so Dave can assemble the walls, which he had to modify to fit the dimensions of the warehouse.

It's a busy day at the warehouse on Dave Davis' HO scale Davis Junction Ry. The modern structure, built from precast concrete panels, is frequented by both railcar and truck.

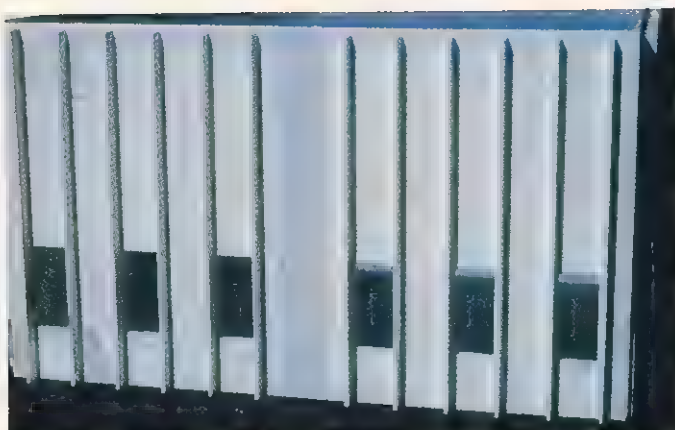


Fig. 2a. Exterior view of the paneled wall. You can see windows attached between the ribs in the paneling, and the gray strip in the center is the spacer Dave used. This allowed him to customize the dimensions of his warehouse.

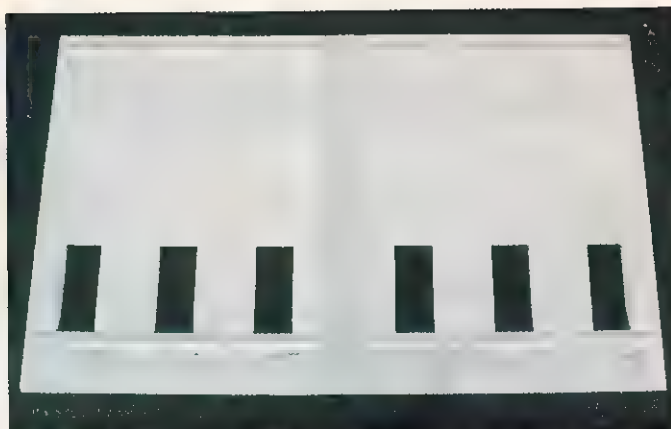


Fig. 2b. Interior view of the same paneled wall. The gray vertical strip in the center is the spacer, and the gray horizontal strips are the reinforcers. Both spacers and reinforcers were made of .010" x .250" Evergreen styrene strip.

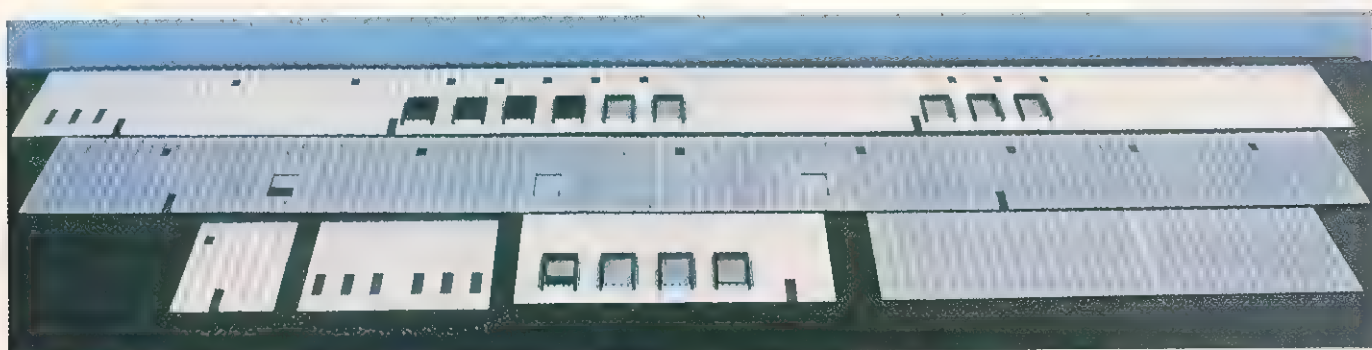


Fig. 3. Detail. Dave thought it would be best if he painted and added details to the paneled walls before joining the walls

to the floor. The details he added include windows, freight-unloading doors, and ground-level doors for building access.



Fig. 4. The floor. The warehouse floor, which Dave made from several sections of .060" x 7" x 9" Evergreen styrene sheet, is positioned with the walls around it facing up. Dave has attached the Plastruct $\frac{1}{4}$ " floor trusses at the seams of the joined styrene sections. Later, he will flip the floor right-side-up, place it on top of the subfloor, and attach the walls to the giant assembly.

expand the total length of the walls (**fig. 2a** shows the exterior of the walls with a spacer in between). Then, to tie the walls together, I cemented .010" x .250" styrene strips to the back (inside) of the walls horizontally, as shown in **fig. 2b**.

I felt it was best to paint and assemble the warehouse details before I attached the walls to the floor. I painted the building with gray primer and

attached the ground-level doors for building access, as well as the doors to unload freight. The detailed walls are shown in **fig. 3**.

Next, I laid out the warehouse floor and subfloor. The subfloor is at ground level, and the floor is even with the bottom of the freight-unloading doors. The identical layers of floor are made up of several .060" x 7" x 9" sections of Ever-

green Scale Models styrene sheet. I joined the sections with Ambroid's Proweld cement and reinforced the seams with .010" x .250" strip styrene, the same material I used for wall reinforcements. It was necessary to support all seams, so I made one continuous support for the floor braces on the long seam and mid-way supports for the short seams. **Figure 4** shows the upside-down, reinforced floor, including $\frac{1}{4}$ " Plastruct supporting trusses, surrounded by the unattached wall panels.

After the painted walls had dried, but before I joined the two layers of floor, I matched the warehouse floor to the paneling, as in **fig. 5**, so I could mark where the ground-level doors were. The doors are at ground level, so I would be adding stairways to the building's interior, leading up from the subfloor to the floor, as shown in **fig. 6**, and would have to cut openings in the floor to accommodate the steps. Next I cut openings in the warehouse floor where the stairways would go.

Then, I joined the two layers of the floor together. See **fig. 7** for an exploded view of the two layers of floor.

I used Proweld to attach the warehouse floor to the wall. To strengthen the joined pieces, I applied an extra-

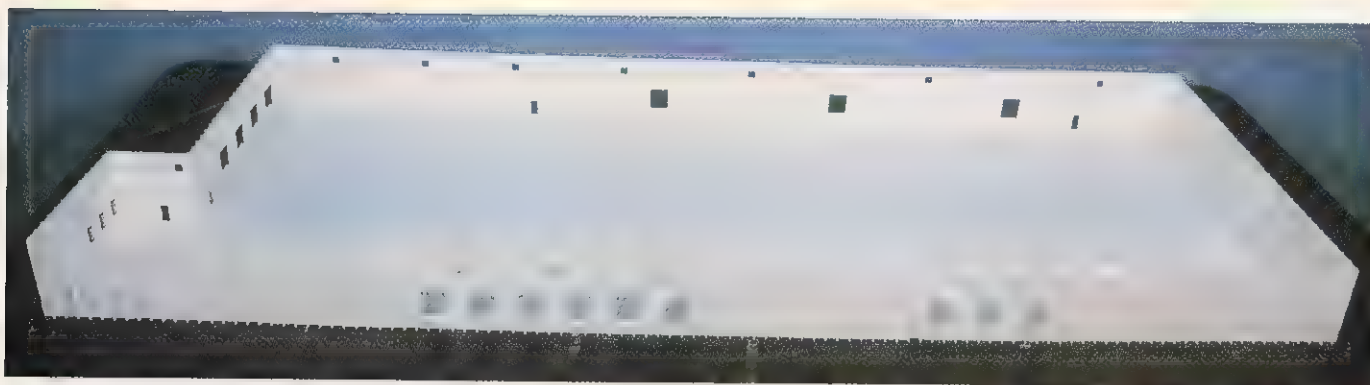


Fig. 5. The walls are temporarily positioned around the warehouse subfloor so Dave can mark where the ground-level doors will go.

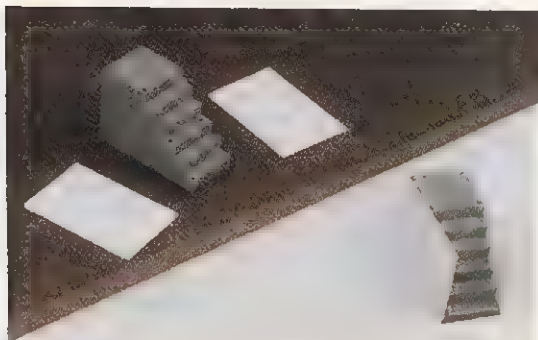


Fig. 6. Steps. The access doors are at ground level, so Dave had to add stairways from the door on the ground-level subfloor to the warehouse floor.

thick cyanoacrylate adhesive (CA) along the warehouse floor, sides, and corners. I applied at least four layers of the thick CA, using an accelerator on the first and last coats. This, and all other gluing steps, must be done wearing eye protection. [A respirator mask rated for organic solvents would also be worthwhile protection. – Ed.]

Now that the subfloor, floor, and walls were in place, all I needed to complete my structure was the roof. I supported the roof with the same trusses I used to support the floor layers. To support the trusses, I used $\frac{3}{8}$ " I-beam stock; two supports per truss were adequate. **Figure 8** shows the trusses and their I-beam supports.

Before I finished the roof, I created an office scene for the warehouse's interior. To do this, I used a drop-in section, which is also shown in **fig. 8**. This allowed me to build my scene outside the structure on a sheet of styrene and place it inside when finished.

I made the roof by joining two .040" 2 x 4-foot pieces of drop-ceiling-light paneling, as in **fig. 9**. To cut the light panels, I used a motor tool and a high-speed cutting bit to melt the panel. [Safety goggles and an organic solvent-

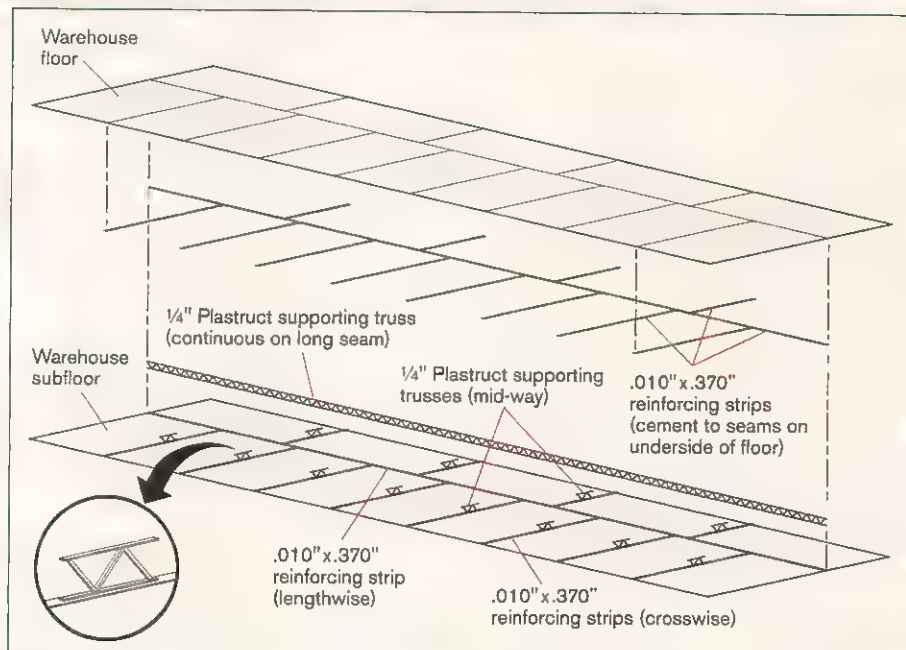


Fig. 7. Exploded view of the two layers of floor.

Illustration by Rick Johnson

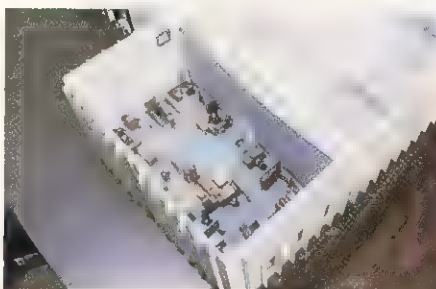


Fig. 8. The roof trusses with their I-beam supports are visible in the upper right-hand corner. The drop-in office scene Dave modeled is also shown.

rated mask should be worn for this lengthy step. – Ed.] I used Elmer's rubber cement to hold the seams together, followed by clear, transparent tape.

I covered the roof with .001"-grain sand using matte medium applied with a 4" foam roller. Working two feet at a time, I sprinkled the sand on the roof through a fine screen to get even coats. Be sure you wait until the roof dries before marking where the roof details will go. I scraped away the sand down to the light panel, which gave me a



» Meet Dave Davis

A model railroader since the age of four, Dave is approaching 38 years of involvement with the hobby. He lives outside of St. Louis, Mo., with his wife and stepson, and owns a cleaning business. Dave's superbly detailed HO Davis Junction Ry. layout was featured in *Great Model Railroads 2001*.

clean surface on which to glue the details. I attached the roof vents and air conditioner with Walther's Goo.

For the warehouse's gutters, I used scale 6" x 6" Evergreen styrene square



Fig. 9. Dave used drop-ceiling light panels for the roof of his warehouse. Before adding the roofing grit, the trusses are visible through the translucent panels.

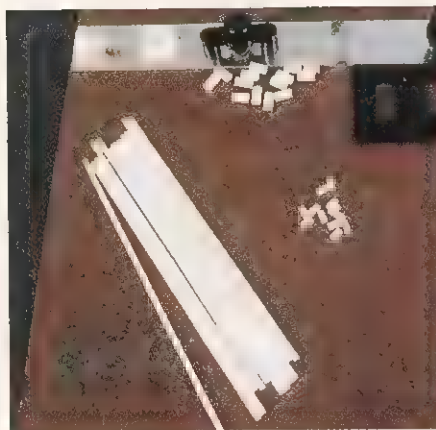
stock and Evergreen $\frac{1}{8}$ " tubing for the downspouts, as shown in **fig. 10**. I affixed the gutters after the building was on the module.

Since I've completed this project, GWM has come out with a myriad of details for its warehouse kits, including door seals. I had made mine with Evergreen $\frac{1}{8}$ " square stock.

I hope you can use the materials and techniques I used to build your own version of this warehouse, a structure common both on and off the railroad.

Fig. 10. Gutters. The separate gutter parts are laid out and ready to be assembled. Dave waited to add the parts to the warehouse until the structure was completed and glued in place.

It's also a structure that you can easily customize to fit the space available on your layout and to suit your creative tastes. The materials and techniques are extremely user-friendly, and the warehouse adds a great touch of history to your model railroad. **MR**



HOW TO ADD a parking lot

To model the parking lot, I cut the piece I needed from a 4 x 8-foot piece of Plexiglas, on which the warehouse also sits. I roughed up the Plexiglas surface with fine sandpaper so the paint would hold. I then scribed lines to mark the sections.

Then it was time to paint! I applied Floquil gray Primer with an airbrush. After the paint was dry, I used several fine felt-tipped pens to add the tar marks.

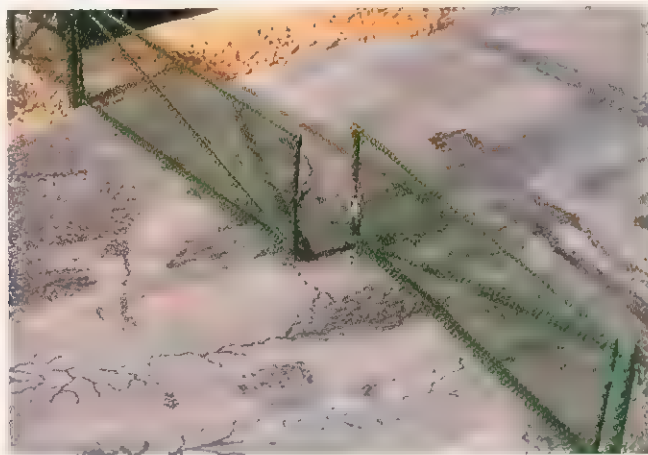
The chain link fence is a scale seven feet high with posts every 10 scale feet. I used fence posts from Builders In Scale. I needed several kits to complete the 13'-2" perimeter.



Several cars are parked on the Plexiglas parking lot outside Dave's warehouse. He used the Plexiglas as a base on which to build the warehouse, then modeled the parking lot by sanding the surface and scribing the lines before painting the parking lot gray.

With such a long fence to model, I needed a better way to construct the fencing than the kits offered. I used .040" x .125" Evergreen strip on the entire perimeter base of the parking lot. After marking the locations for the fence posts and drilling the post holes, I drilled holes through the fence-post tops to clear .040" piano wire.

Once the fence assembly dried, I glued it to the perimeter of the parking lot and joined the corners. I used bridal-veil netting for the chain link material. The netting isn't exactly to scale, but it's close enough to look good.



The gate is open at Acme Distributing, the name of Dave's warehouse. To paint the chain link fence, Dave chose a hunter green, water-based spray paint. Asphalt takes a heavy beating from truck traffic, so Dave added lots of cracks and repairs using a variety of black felt-tip pens.

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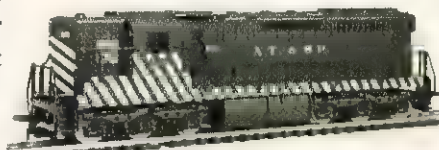
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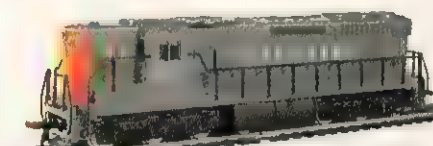
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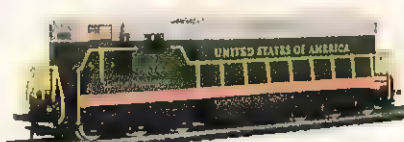
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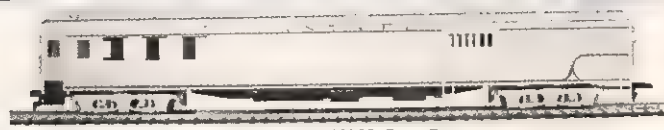
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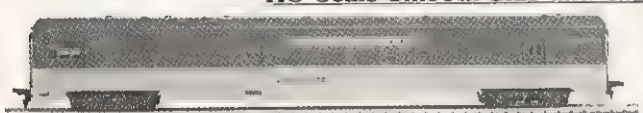
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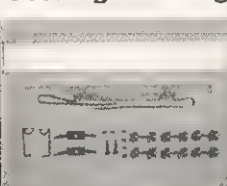
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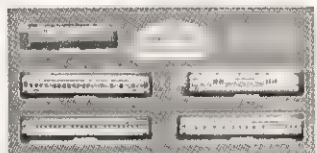


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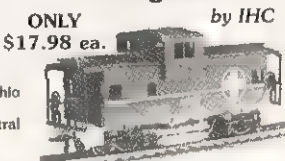


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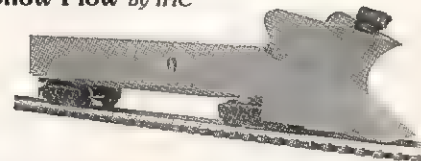
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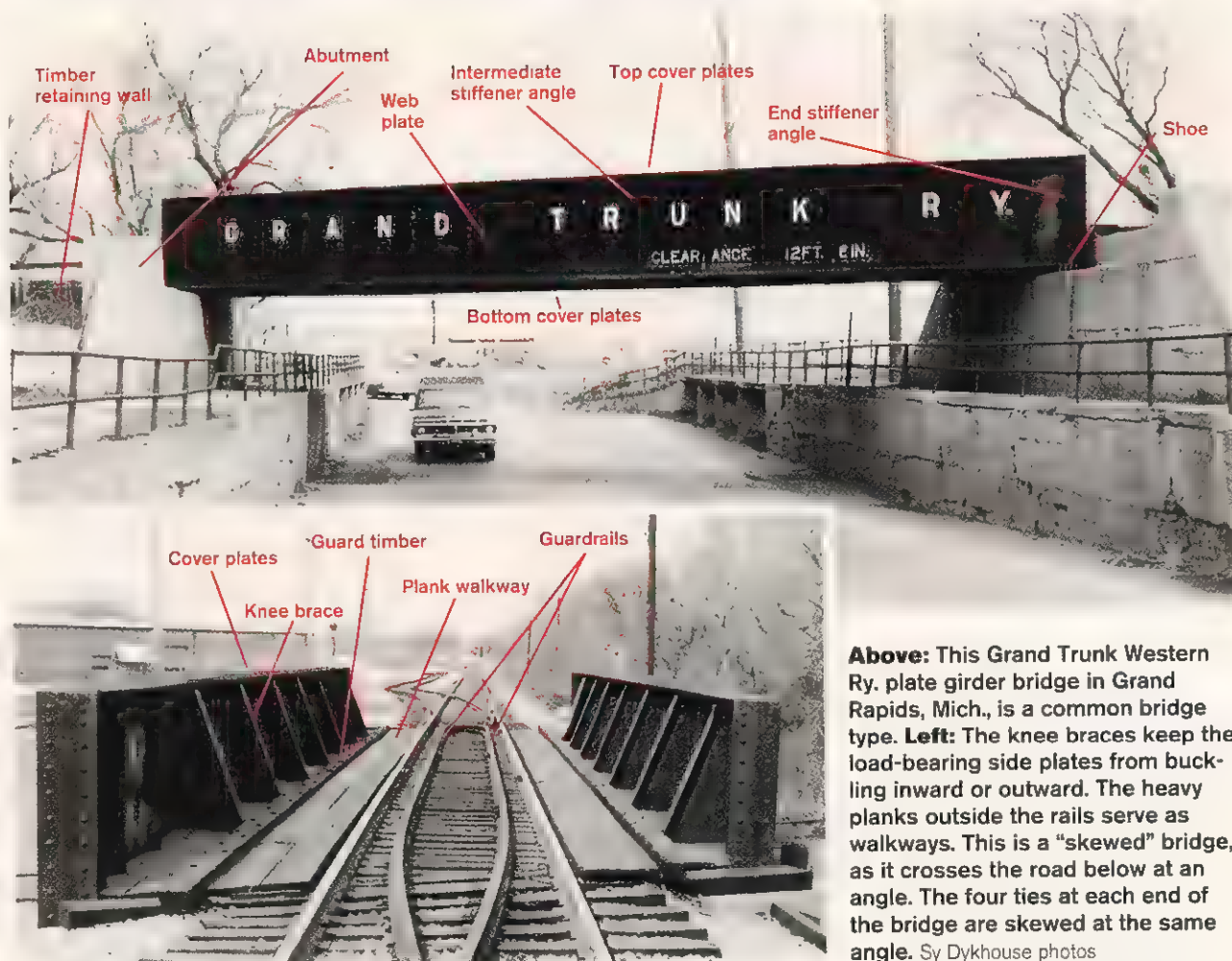
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Modern plate-girder bridges



Above: This Grand Trunk Western Ry. plate girder bridge in Grand Rapids, Mich., is a common bridge type. **Left:** The knee braces keep the load-bearing side plates from buckling inward or outward. The heavy planks outside the rails serve as walkways. This is a "skewed" bridge, as it crosses the road below at an angle. The four ties at each end of the bridge are skewed at the same angle. Sy Dykhouse photos

If a chain is only as strong as its weakest link, then a railroad is only as strong as its bridges. If a bridge can handle cars no heavier than 70 tons, then 70 tons becomes the absolute upper limit for that entire line segment.

Bridges are vital, and there are a lot of them. At the beginning of the 1940s there were 211,000 railroad bridges in North America with a combined length of 4,250 miles.

The bridge type is generally determined by the length of the needed span. The American Railway Engineering & Maintenance of Way Association (AREMA) sets these guidelines: rolled or welded beams for spans of 50 feet or less, bolted or welded plate girders for spans of 50 to 150 feet, bolted or welded trusses for spans greater than 150 feet.

Because plate girder bridges cover such a handy length – just right for spanning a stream or a

roadway – examples are likely to be found on almost any railroad line.

A wide range of types and styles of girder bridges are available to modelers. But which bridge design is correct for your situation?

Happily, bridges are not hard to understand. The most basic kind of bridge is made of steel beams that have been rolled in the mill to form the shape of the letter "I." These beams are set in place, often four or six per track, on stone or concrete abutments, and the track is laid on top. Longer spans and heavier trains require larger I-shaped beams. A railroad bridge of more than 50 feet in length usually requires a beam larger than the sizes produced by a steel mill. That's where plate girders enter the picture.

A mill can roll flat plates of considerable width. By welding or riveting different sections of rolled steel,

a bridge contractor can fabricate any size girder necessary. A girder is like a do-it-yourself I-beam – some assembly required!

There are two main designs of plate-girder bridges: "deck" and "through" spans. A deck span looks like an I-beam bridge on steroids. The track sits directly on the beefy girders. Railroads are very fond of the deck girder type. It's a simple, sturdy design and, since the bridge is below the track, it doesn't impose clearance restrictions on rolling stock.

But a deck span can't be used in situations where the girders would interfere with road traffic below or would block a stream during a flood. That's when railroads turn to the through-span design, as in the example shown above. A through span has heavy girders on either side with the track mounted in between on a supporting structure.



This is a closed-deck plate-girder bridge, also located on the GTW in Grand Rapids, Mich. This bridge is part of the curved part of a wye and it has a single guardrail, located between the rails along the inside of the curve.

Railroad girder bridges can have either open decks or closed decks. A closed-deck bridge is expensive to build because it requires more steel in the structure that supports it. However, closed-deck bridges are less costly to maintain and are smoother riding because the track is laid on a bed of ballast. For that reason, closed decks (also called "ballasted decks") are often found on important main lines. In most communities, closed-deck bridges are required over city streets and improved property to keep loose objects from falling through.

The girders in modern bridges are built from welded steel plate, often a type of "self-weathering" steel, which has a natural rust-brown surface that never requires painting. Older bridges are generally riveted and are usually painted silver and black. **MR**

Thanks to Sy Dykhouse for the photos and information.

» Bridges and operation

Light-capacity bridges are an annoyance for real railroads, but they can also add a touch of operational interest to a model railroad. For example, Allen McClelland's new HO scale Virginian & Ohio RR models a branch with bridge restrictions that can handle nothing heavier than small road switchers. Trains coming off this branch are routed to a yard to swap four-axle power for six-axle locomotives before continuing onward. — C.S.

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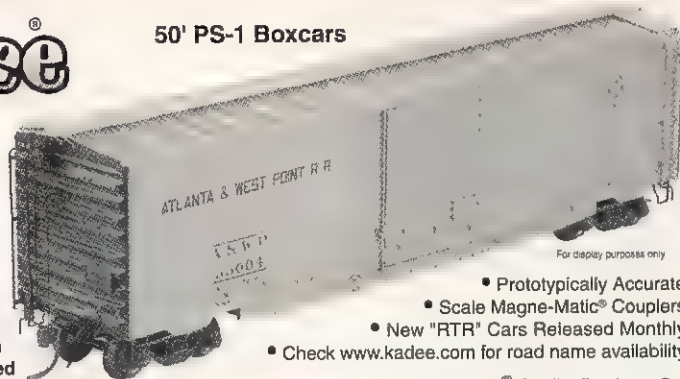
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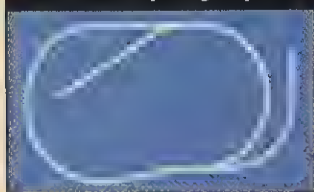
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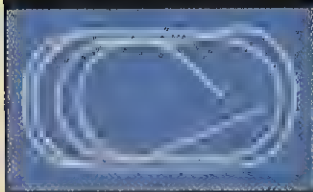
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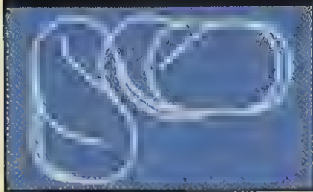
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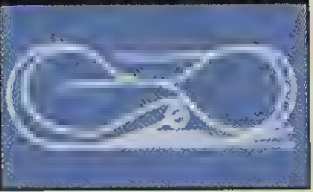
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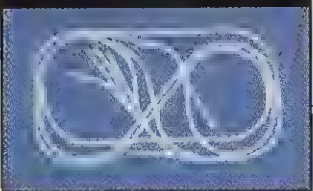
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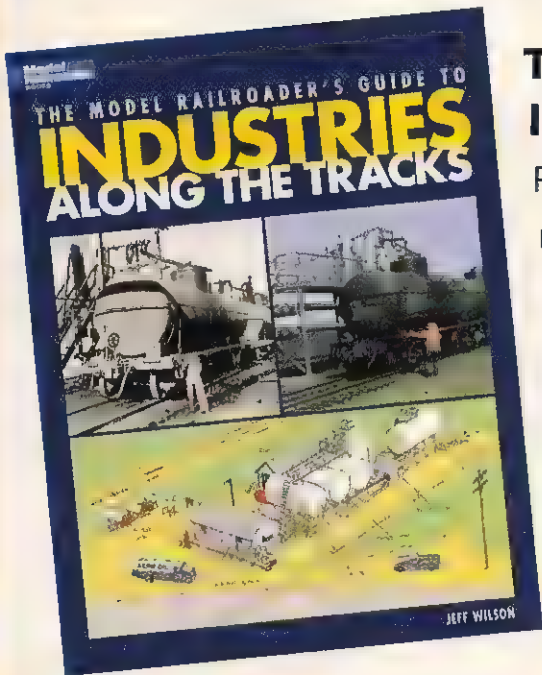


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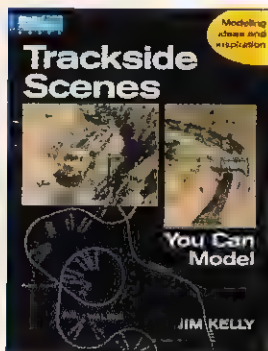


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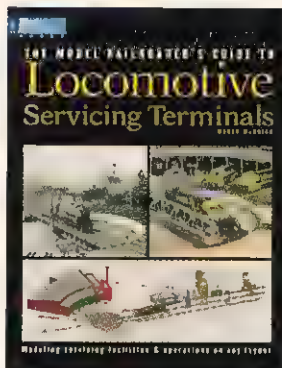
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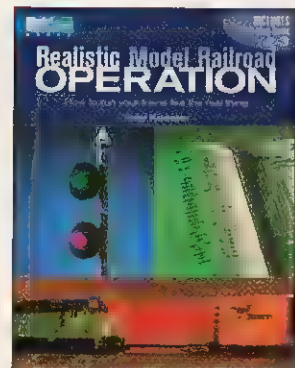
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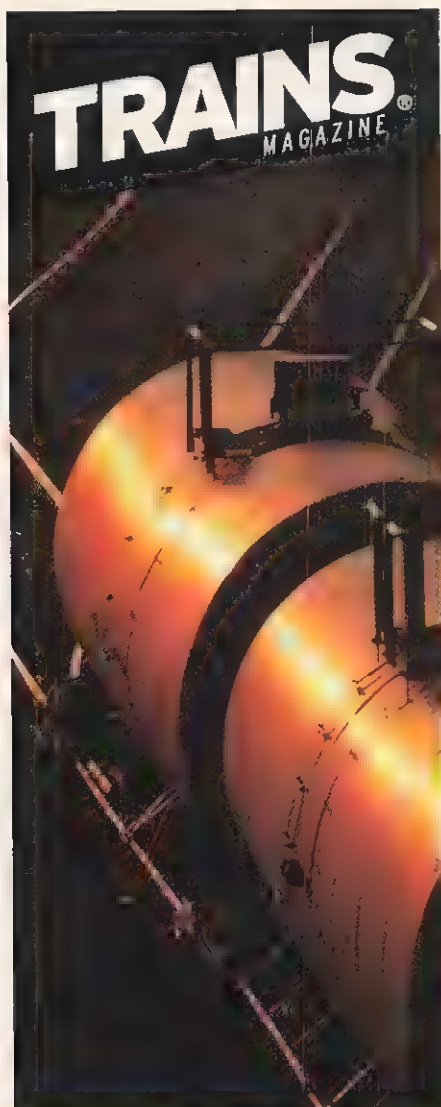
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DCC Corner

Meet DecoderPro

One of the most useful things about Digital Command Control (DCC) is that it allows us to customize decoder functions. A decoder's address, lighting effects, motor control, and function mapping are all controlled by adjustable numeric values called "configuration variables" (CVs). However, programming CV values on the small display screens of most DCC systems can be time consuming and is often frustrating.

Thankfully a group of dedicated hobbyists have created computer software that makes the task of programming decoders much simpler. Meet DecoderPro!

DCC and your computer. DecoderPro is a computer program that features easy-to-use display screens, allowing you to choose how you want your decoder to work by simply clicking your mouse – the software then enters the correct numeric values in the decoder's CVs for you.

Sound good? It is, and it's free. DecoderPro is one of several programs available from a private group called JMRI (Java Model Railroad Interface). Writing computer software for model railroaders, JMRI uses a universal

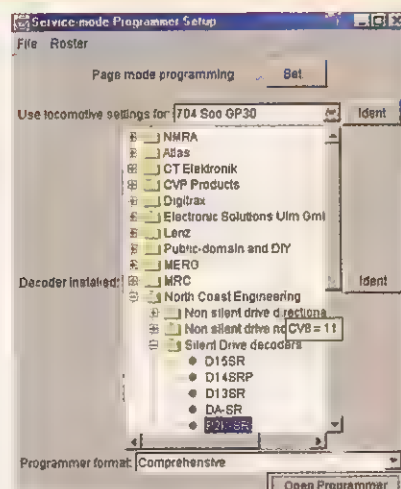


Fig. 1 Decoder selection page. By clicking the "Ident" button, DecoderPro will automatically identify the make and model of the decoder in your locomotive.

computer language called "Java." Java works with many different types of computer operating systems, including Linux, Macintosh, OS/2, and Windows. At home, I run it on an old 300 MHz machine using Windows 98.

The DecoderPro "freeware" is continually updated by JMRI. At this writing the current revision is 1.4, which I downloaded from the JMRI Web site at <http://jmri.sf.net>.

What systems can use DecoderPro? To program decoders with DecoderPro on your computer, you'll need some additional hardware. In most cases, this is simply

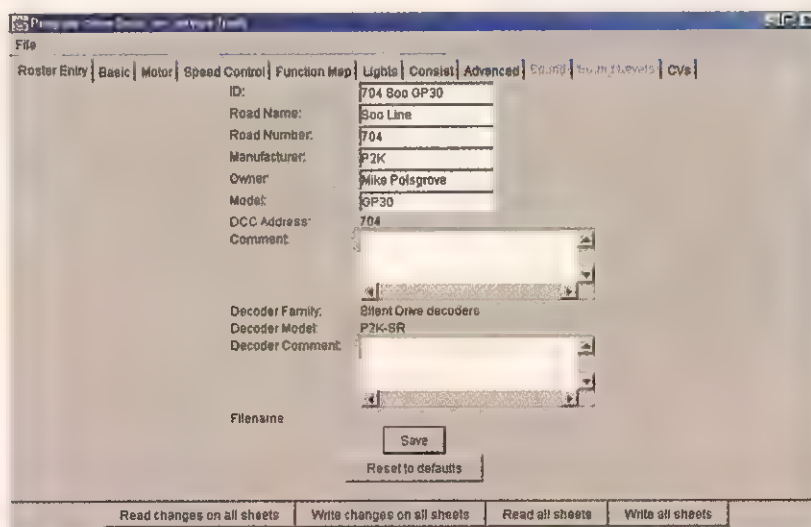


Fig. 2 Comprehensive programming. DecoderPro allows you to select, read, and program all of a given decoder's options using plain English. The software computes the correct CV numeric value for you.

the DCC system you already own. The DecoderPro Web site provides a complete list of current DCC systems on the market and what parts you need to connect them to your computer. I use a North Coast Engineering system and needed only a cable between the DCC base station and the serial port on my computer.

However, if your computer and your model railroad are on different floors of your home like mine, you can avoid having to move one or both items by using a standalone programmer called a "SPROG." This small component takes the place of a DCC system, plugs between your computer and programming track, and is available fully assembled or as a kit. For more information visit the manufacturer's Web site at www.sheerstock.fsnet.co.uk/dcc/sprog.htm.

Once the hardware is connected, there's just one more step before you can program decoders. The very first time you run the DecoderPro software, it will ask you what DCC system you're using and which serial port of the computer it's connected to.

Using the software. The first screen that appears when you start DecoderPro gives you a choice of using the programming track or programming on the main. If you are programming a newly installed decoder, you'll want to choose the programming track so you can set the decoder's address.

After choosing "Programming Track," the next screen that appears asks you about the type of decoder installed in the locomotive. You can choose the decoder type from a long list or you can click the "Ident" button to ask the decoder to identify itself, as shown in **fig. 1**. (DecoderPro gives you several options if your decoder is not listed.)

On the bottom of the screen, select either "Basic" or "Comprehensive Programming" and click on the "Open Programmer" button. I used comprehensive programmer, as shown in **fig. 2**.

The options available on each programming page (DecoderPro calls them "sheets") depend upon the brand and model of decoder you're using in your locomotive.

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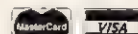
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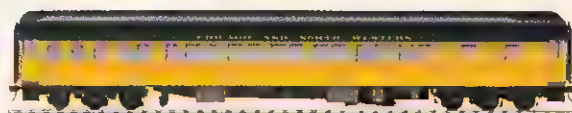
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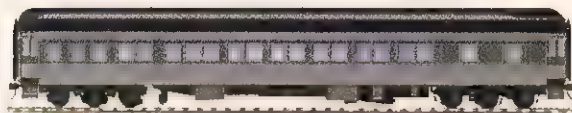
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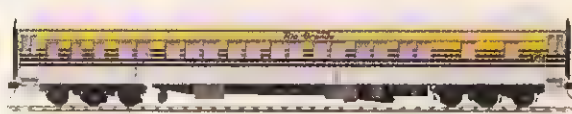
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Product Reviews



American-style HO track from Britain

North American code 83 turnouts and other matching track components are on the way from Peco. This new "83 Line" comes ready to install, closely follows prototype specifications of the American Railway Engineering Association (AREA), and matches many of the National Model Railroad Association (NMRA) track standards.

These new turnouts have nickel-silver code 83 rails and dark brown molded acetal plastic ties. The ties are a scale 9" wide and 7½" thick, and are spaced on 20" centers. The end ties are undercut to provide space for the rail joiners, and mounting holes are cored part way through in six places. Both head block ties are a scale 13½" wide with mounting slots for a concealed Peco twin-coil switch machine. The ties feature excellent details including wood grain, switch tie plates, and appropriate spike heads or rail braces and fasteners.

Reviewed in this issue

T12 Peco HO scale code 83 no. 6 turnouts

T13 Bowser N scale Pennsylvania RR N5C caboose

T14 InterMountain N scale EMD SD40T-2 "tunnel motor" diesel locomotive

T16 Walthers HO scale World War II troop sleeper and kitchen car

The smoothly tapered switch points are formed from stamped sheet metal, folded to the proper rail contour at the heels. Small concealed tabs provide secure mechanical connections to the plastic switch rod. Similar hidden tabs provide electrical contacts for the frog rails. A toggle spring, hidden in one of the head blocks, holds the points in either position.

Here's how the Peco turnouts compare to the NMRA's S-3 track-work standard:

	NMRA	Peco
Track gauge		
(minimum)	.649"	.655"
(maximum)	.672"	.667"
Guardrail check gauge		
(minimum)	.605"	.607"
Guardrail span		
(maximum)	.564"	.554"
Frog flangeway width		
(maximum)	.050"	.055" (+)
Flange depth clearance		
(minimum)	.028"	.036"
Point spread		
(minimum)	.590"	.560" (-)
(maximum)	.595"	.564" (-)

Note: (+) oversize (-) undersize

The dimensional differences provide additional clearance for older S-4 standard wheels which had flanges .028" deep (RP-25 wheels have .025" flanges). This allows older models, especially locomotives, to run smoothly through the turnout.

Peco makes these turnouts with AREA numbered frogs, offered in the firm's "Insulfrog" and "Electrofrog" versions. Both are power-routing turnouts (the switch points transfer the polarity of the selected route to

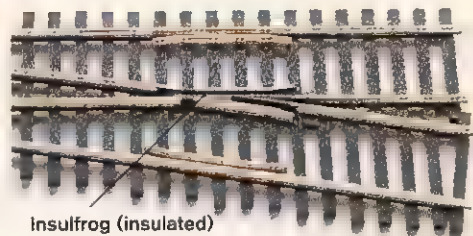
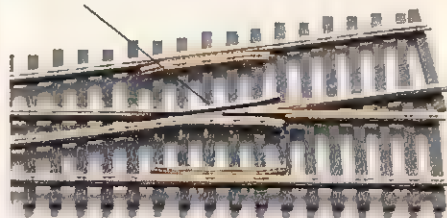
the rails beyond the frog), but the two have several key differences.

Insulfrog turnouts have insulated-plastic, non-powered frogs and may be added straight from the package to any layout. Though easy to install, the drawback of an insulated frog is that it's an unpowered section of rail and can cause small locomotives to stall.

The Electrofrog has a metal frog, eliminating any non-powered sections of rail in the turnout. For proper operation, however, an Electrofrog turnout must be insulated beyond the frog when installed on a layout or it will cause a short.

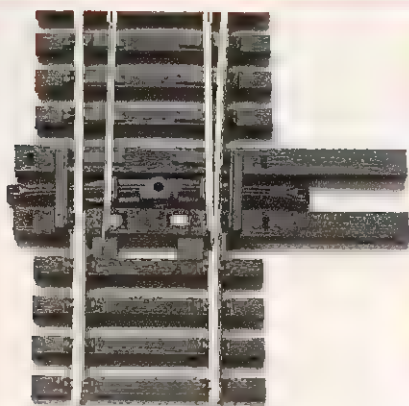
Both turnouts offer the option of matching the polarity of the point

Electrofrog (non-insulated)



Insulfrog (insulated)

Peco offers its new code 83 turnouts with insulated and non-insulated frogs. Both turnouts are power-routing and can be easily adapted for trouble-free operation on DCC-equipped layouts.



The turnouts feature nicely molded tie details such as wood grain, tie plates, spike heads, and rail braces.

and stock rails, an important consideration when using Digital Command Control (DCC).

To do this with an Electrofrog turnout, clip the jumper wires between the point rails and the closure rails and then solder new jumper wires from the point rails to their adjacent stock rails. Peco provides a set of open tie spaces on the bottom of the turnout, making this a straightforward job. For the Insulfrogs, simply add the new jumpers. Peco's enclosed one-page instruction sheet offers some other wiring suggestions for trouble-free DCC operation.

Overall, Peco has done a fine job on this new turnout. I look forward to seeing the rest of the matching track components that will include no. 5 turnouts, 36" lengths of flex-track, crossings, a three-way turnout, and single-slip and double-slip switches. — *Jim Hediger, senior editor*

HO code 83 turnouts

Price: TBA

Manufacturer

Peco Railway Models, Pritchard Patent Product Co. Ltd., Beer, Seaton, Devon EX12 3NA England
www.peco-uk.com

Description

HO code 83 nickel-silver turnouts



N scale PRR N5C caboose

Recently, Bowser released ready-to-run N scale models of the distinctive Pennsylvania RR class N5C caboose. The model is offered in most of the paint schemes worn by the prototype cars during four decades of service on the Pennsy and its successors – Penn Central and Conrail.

In 1942 the Pennsy's Altoona shops built 200 class N5C cabin cars (Pennsy's term for its cabooses), numbered 477820 to 478019, to help handle its booming wartime traffic. The N5C's chunky proportions, round portholes, and large streamlined cupola give it an easily spotted profile.

Bowser's model does a good job capturing the classic look of the N5C cabin car and features nicely molded rivet detail. The body is made from separately molded wall and floor pieces assembled at the factory before painting.

The roof, smokejack, running board, and cupola are also separate pieces that press-fit into place. (The roof on our sample model was warped and required a few drops of cyanoacrylate adhesive to hold it in position.) The end railings, ladders, and characteristic Pennsy heavy-duty collision posts are all cleanly molded as part of the floor casting.

The grab irons are cast in place but are fairly shallow. Though the side grabs could be easily removed and replaced with wire parts, those on the ends will be difficult.

The dimensions of the cabin car match those in Robert Wayner's book *Pennsy Car Plans* (Wayner Publications, out of print) with two

exceptions: The overall length and the truck centers are both a scale foot short.

The car also has body-mounted Rapido-style couplers, but Bowser indicates that Micro-Trains no. 2004-1 assembled body-mount magnetic knuckle couplers can be used to convert the car.

Bowser's N5C cabin car, with its unique body styling, should make Pennsy N scale modelers happy. — *David Popp, associate editor*

N scale PRR N5C caboose

Price: \$24.95 each

Manufacturer

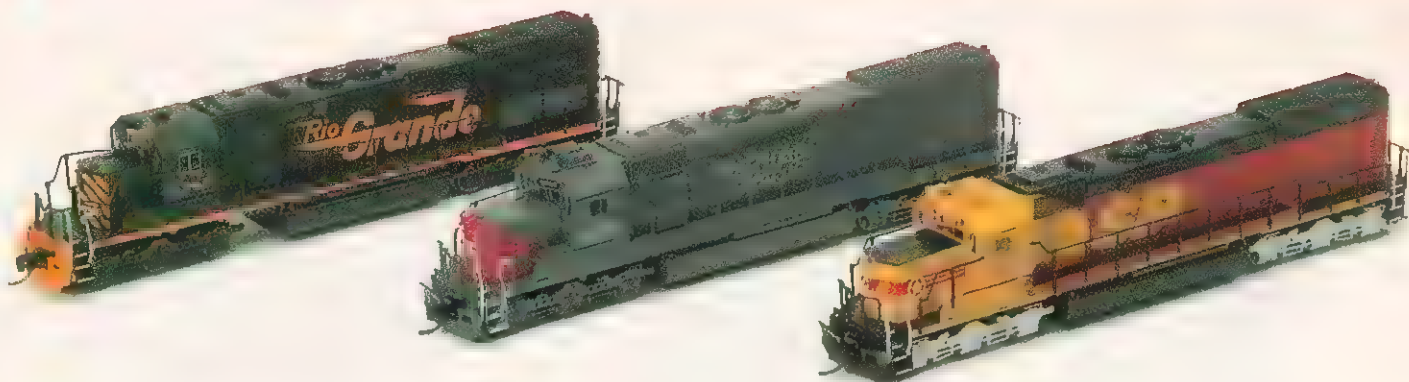
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P.O. Box 322
Montoursville, PA 17754
www.bowser-trains.com

Description

Ready-to-run plastic caboose

Road names

(3 road numbers in each scheme)
PRR original Keystone lettering (Eastern Region, Central Region, Western Region, and "Buy War Bonds" slogan); PRR Shadow Keystone (Pittsburgh Region, Eastern Region, Philadelphia Region, and Buckeye Region); PRR plain Keystone herald; Focal Orange or Freight Car Red; Conrail (blue), Penn Central (green); and undecorated



InterMountain's SD40T-2 is a winner

A handsome N scale SD40T-2 tunnel motor locomotive is now available from InterMountain. It features a detailed plastic body, six-wheel trucks, and a smooth-running dual-flywheel mechanism that can be easily adapted for Digital Command Control (DCC).

This well-proportioned model is a replica of the 3,000-hp prototype that was introduced in 1974. It's essentially a modified SD40-2 that Electro-Motive Division built for the Southern Pacific with lower radiator intakes for better performance in high-altitude tunnels. Given their purpose, the new units were nicknamed "tunnel motors."

These units resolved SP's high-altitude problems and impressed the Denver & Rio Grande Western as well. Eventually, the Rio Grande purchased 73 tunnel motors, while SP's fleet grew to 239 units.

InterMountain's tunnel motors are offered in several versions that match the variations in the prototype orders. The carbody has a standard long hood that's combined with five different noses, two cabs, two fuel tanks, and two bells. Other details such as air conditioners, radio antennas, and snowplows are applied as required.

The model tunnel motor closely matches prototype photos and dimensions in railroad equipment diagrams. More information can be found in Greg McDonnell's *Field Guide to Modern Diesel Locomotives*, (Kalmbach Books).

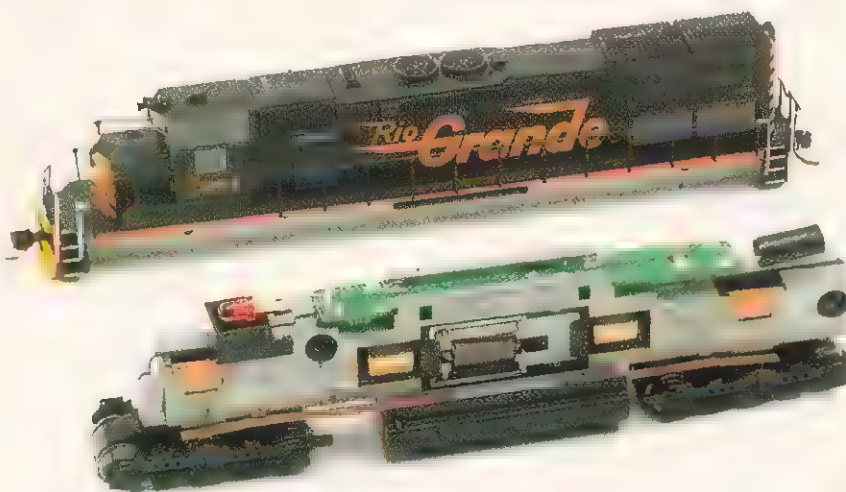
Our samples came assembled and ready-to-run with Micro-Trains magnetic knuckle couplers. (An earlier group of four road names had Accu-Mates). Clear plastic window glazing is fitted into the cab with appropriate window wipers.

All three of our samples were smoothly painted with sharply printed lettering. Even the tiny red and white DANGER 600-VOLTS warning labels were readable under magnification.

The SD40T-2's mechanism follows the popular split-frame design used in most N scale diesel models. Its frame halves are zinc alloy castings which enclose the five-pole skew-wound motor and truck pivots. Two turned brass flywheels are mounted on the motor shafts which drive gearboxes riding on top of the six-wheel trucks.

The scale 42"-diameter nickel-silver drivers and wheelsets match the National Model Railroad Association N scale standards gauge.

A printed circuit board mounted on top of the chassis holds the model's LED headlights and control



The printed circuit board can be easily replaced with a drop-in decoder for use on layouts with Digital Command Control (DCC).

► N scale SD40T-2 locomotive

Price: \$119.95 each

Manufacturer

InterMountain Railway Co.
P.O. Box 839
Longmont, CO 80502-0839

Description

Plastic and metal locomotive

Road names

Denver & Rio Grande Western;
Cotton Belt; New York,
Susquehanna & Western;
Southern Pacific (five schemes);
Union Pacific (two schemes);
and undecorated



This Denver & Rio Grande Western model is fitted with the smaller fuel tank and a regular short nose, matching the prototype.

circuitry. It can be easily replaced with drop-in decoders for Digital Command Control (DCC) which are available from Digitrax (no. DN1631O) and North Coast Engineering (no. N12AO-E).

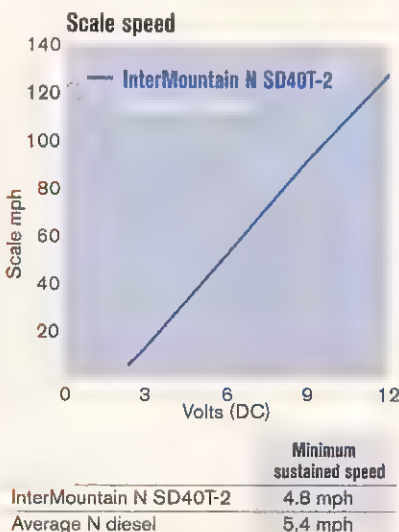
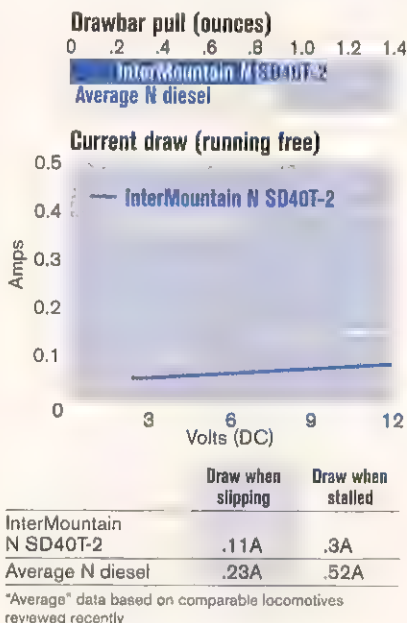
Performance. Our sample EMD SD40T-2s performed well. Though they seemed a little stiff at first, the drive mechanism ran smoothly after running for a short period of time. All three started at virtually the same speed and voltage, and I could get them to run steadily at 4.8 scale m.p.h. The engines' drawbar pull is equivalent to 19 free-rolling freight cars on straight and level track.

InterMountain's tunnel motors operated well on a 9" minimum-radius curve; of course, they'll look much better running on an 11" or larger radius curve.

The Micro-Trains knuckle couplers are mounted at the correct height in boxes attached with small Phillips screws.

I'm happy to see these excellent SD40T-2s with railroad-specific details appearing in N scale. Their

different profiles will certainly add realism to any train heading into the picturesque Front Range of the Rockies or California's rugged Sierra Nevada Mountains. —J.D.H.



► N scale SD40T-2 features

- Brass bell and horn
- Drawbar pull: .8 ounce
- Engine weight: 3.25 ounces
- Five-pole skew-wound motor with dual flywheel drive
- Micro-Trains magnetic knuckle couplers
- LED constant directional headlights and ditch lights
- Minimum radius 9"
- Railroad-specific details
- Six-axle drive and electrical pickup

TEEN-AGERS



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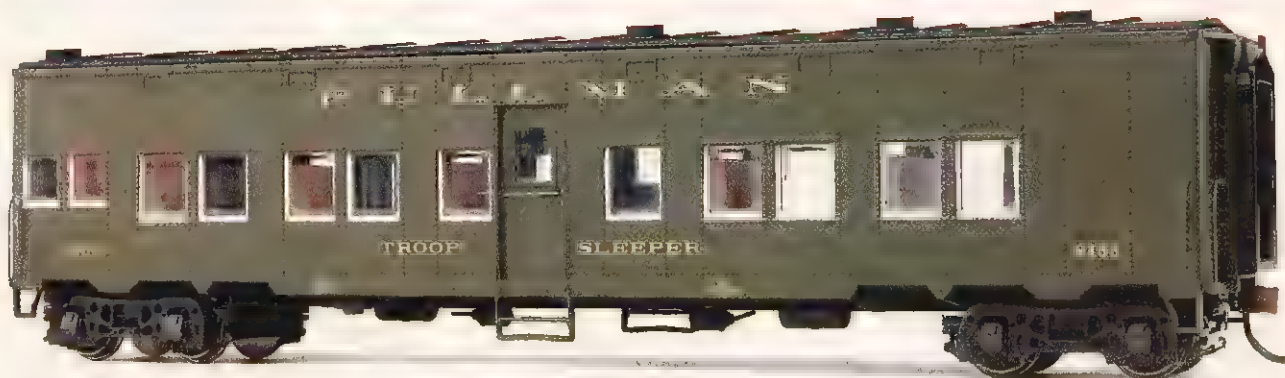
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HO troop cars are ready for inspection

Two military passenger cars from World War II are now available ready-to-run from Walthers. They include Bachmann E-Z Mate magnetic knuckle couplers and models of prototype Allied Full-Cushion trucks with metal wheelsets.

Both models represent prototypes built to move troops across America during the latter days of World War II. To save time, these passenger cars were built as modified versions of the Association of American Railroads (AAR) standard 50-foot boxcar. After the war, the troop cars were sold to various railroads for conversion into head-end cars and maintenance-of-way camp cars.

Walthers models. Between 1943 and 1946, 840 kitchen cars and 2,400 sleepers (in two versions) were built. The Walthers HO models represent a typical troop kitchen car and troop sleeper from the second group of 1,000 cars (built without

the center step wells). *Model Railroader* has published articles and drawings for all three: both sleepers in December 2001 and the kitchen car in February 2002. The models' dimensions match these drawings perfectly.

These models follow the same construction as Walthers' recent line of streamlined passenger cars. Each car has a one-piece floor and body core with individually molded sides and ends that snap-lock into place. A sheet metal weight lies on top of the floor where it's secured by the interior and three screws. The roof snaps into place.

The styrene bodies on both cars are covered with well executed details, including the overlapping panel joints, rivets, and air vents. The window glazing is inset slightly and includes "aluminum" sash on the sleeper. The cars include sprung diaphragms that touch when the cars are coupled, and the underbody has the proper dual brake system.

Optional formed .010" steel wire grab irons are provided, but adding them requires drilling 48 holes in the body with a no. 80 bit. I used a sharp

HO troop cars

Price: \$24.98 each; two-packs, \$49.98; three-packs, \$74.98

Manufacturer

Wm. K. Walthers Inc.
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Milwaukee, WI 53201-3039
www.walthers.com

Description

HO plastic ready-to-run cars,

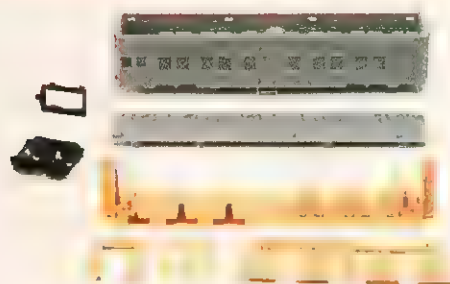
Road names:

- Troop sleeper, Pullman; single car, three-packs no. 1 and no. 2; undecorated
- Troop kitchen car, U.S. Army; single car; two pack; undecorated



During World War II, 840 kitchen cars were built for the United States government. One kitchen car could feed

approximately 250 men, so the ratio of kitchen cars to troop sleepers in a typical train was about 8:1.



The troop sleeper includes an interior molded in tan-plastic, a welcome addition considering the model's large windows. With a little paint and some figures, this piece will add some life to the car's interior.

scriber to deepen the molded starting points and found that drilling the soft plastic is easier than it sounds, especially if you have a modeler's drill press. Then I used tiny drops of cyanoacrylate adhesive (CA) to secure the wire details.

Each car weighs a little over 4 ounces, which is about $\frac{1}{2}$ ounce under the National Model Railroad Association's (NMRA's) HO scale recommendation of one ounce plus $\frac{1}{2}$ ounce per inch of length. There is plenty of room inside both cars to add the needed extra weight.

Walthers provides excellent models of Allied Full Cushion trucks on the cars. The trucks have

molded acetal plastic frames and blackened nickel-silver wheels with NMRA RP-25 contours. The wheels are mounted on needle-point stub axles which are pressed into acetal plastic axle tubes. All of our samples matched the NMRA gauge.

The Bachmann E-Z Mate magnetic knuckle couplers are body mounted at the proper height.

Our ready-to-run samples came neatly painted Pullman Green with black roofs, and they have sharply printed Dulux Gold lettering.

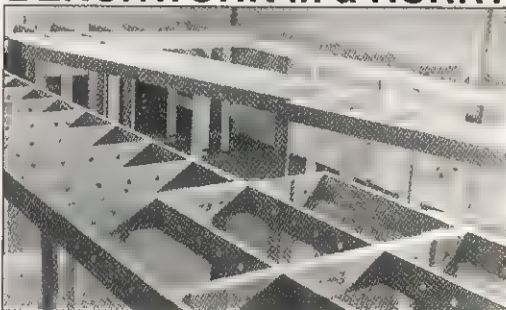
These models will make great additions for any layout set in the mid-to-late World War II or immediate postwar periods. —J.D.H.

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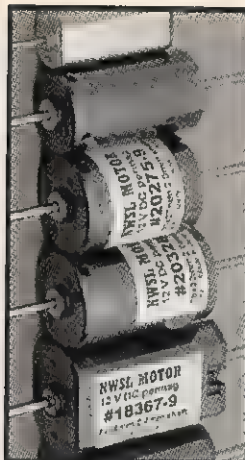
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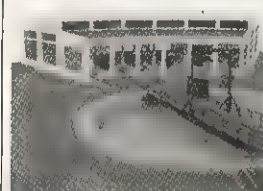


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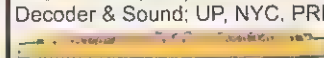
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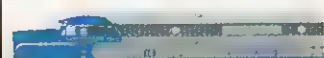
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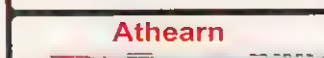


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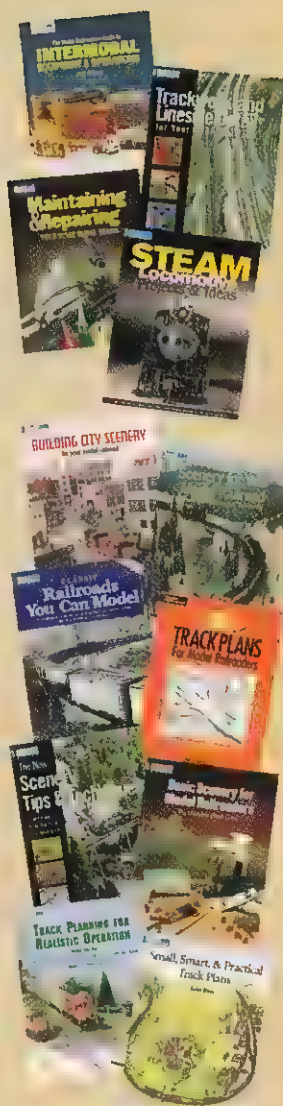
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Trains of Thought

In the shadows of tall pillars

Tony Koester

Despite rewarding careers in engineering, telecommunications, and publishing, I tend to measure the quality of my life in a model railroading context. I'd much rather chat about progress on my new model railroad than discuss ways to keep a CEO from looking foolish when being interviewed on television or how to retain key employees despite constant down-sizing. ("The floggings will continue until morale improves.")

But maybe that's just me, I wonder late at night. Model railroading is, after all, "just a hobby."

Then I remember some of the great people I've been privileged to know through model railroading. Many of them are men and women of obvious stature, pillars of their personal and professional communities, and they seem to share my views of the tremendous value of being engrossed in a good hobby.

John Allen, the "Wizard of Monterey," was one such person. Unlike *Model Railroader's* executive editor, Andy Sperandeo, I was never privileged to operate the HO scale Gorre & Daphetid ("gory and defeated"),

but I worked with John on feature articles on the G-D Line, and I had dinner with him one memorable evening. Over that meal we discussed naval battles of World War II, not model railroading.

I was then the young managing editor of *Railroad Model Craftsman*, and I was learning fast. People I'd admired for their modeling prowess turned out to be equally fascinating on other fronts, their intellect and other skill sets being focused not just on our hobby but in other worthy areas as well.

It was model railroading, however, that ranked first when it came time to choose what they did with their leisure time. They could have been poets or painters or sculptors or gardeners or philosophers. Instead, they devoted many of their precious days to building model railroads. Judging by their example, maybe I wasn't such an odd duck after all.

I soon met another fabled man named John, the one who earned the honorary title of Dean of North American track planning. John H. Armstrong's *Track Planning for*



John Armstrong, 1920-2004, shown at his drawing board. He's surrounded by layout-design references and tools, including his favorite labor-saving device, the powered eraser at the top center. Paul Dolkos photo

Realistic Operation (Kalmbach) was and is the bible of model railroad design. That's especially true when the goal is to give train movements a sense of realism that matches that of our carefully crafted trains and layouts.

John Armstrong, like John Allen, usually had a twinkle in his eye, and his wit had no equal. One of my favorite examples was his graph showing joy versus pain as a function of radius. The horizontal axis showed curve radius; the vertical axis measured the pain, in "obscenities expressed," a model steam locomotive would – not could, *would* – inflict upon its owner. As radius decreased, cursing shot ever more rapidly skyward, rapidly approaching infinity as the curve became tighter.

His graph even included an upper limit; once the irritation reached that threshold, John said, most hobbyists would consider returning to their armchairs.

Humor aside, John was also a highly respected authority in the railroad industry. He wrote a primer on railroading called *The Railroad – What It Is, What It Does*, published by Simmons-Boardman in 1977. It's still a primary reference for model and professional railroaders alike.

John's towering intellect and rapier-like wit couldn't stave off a recent, and thankfully brief, struggle with cancer. John has joined those pioneering leaders we must speak of in past tense. Like John Allen, he casts a long shadow, one in which I've sought comfort on numerous occasions. Surely if such men regarded model railroading as worthy of so much of their time and talent, I was not wasting my life with similar pursuits.

When an outsider to our hobby is obviously grasping for a handhold of deeper understanding, I point to these two Johns, and several others of similar attributes. I show them photos of John Allen's modeling and liken it to fine art. And I quote John Armstrong's thought-provoking analysis and rib-busting witticisms.

And, proverbially wrapping my arms around the ever-supportive shoulders of these giants, I proudly say, "I'm with them." **MR**

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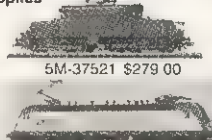
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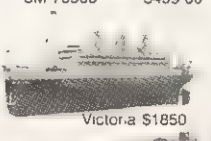
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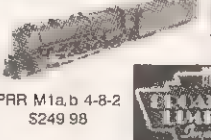
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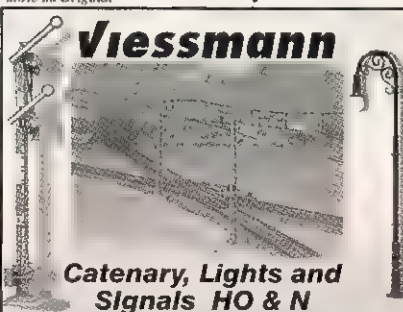
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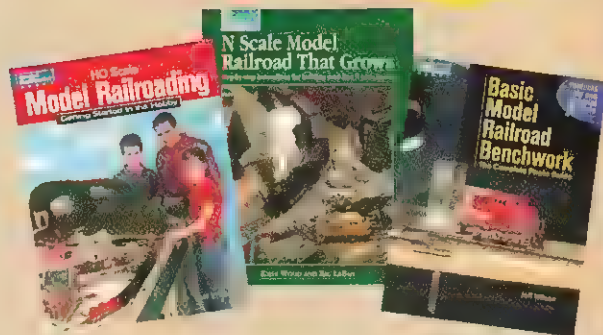
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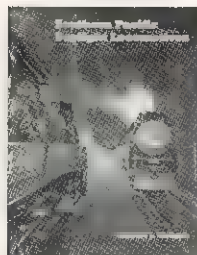
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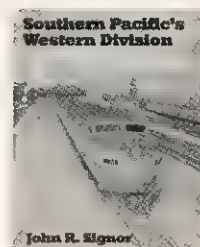
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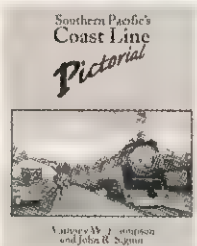
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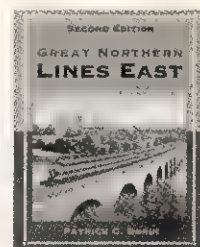
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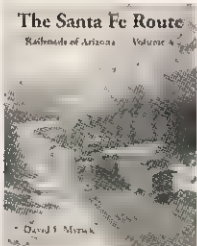
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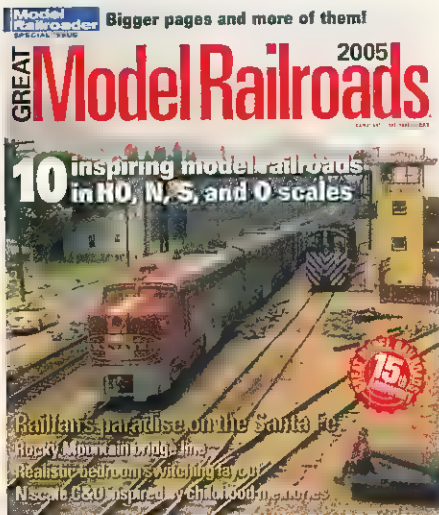
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Trackside Photos



This year marks the 15th anniversary of *Great Model Railroads*, and we're celebrating in style with 16 additional pages, all devoted to layout features. The magazine will also measure $\frac{3}{4}$ " wider and $\frac{1}{8}$ " taller than previous issues. Two of the layouts featured this year are owned by Jack Ozanich, including his $3\frac{3}{4}$ " scale Sandy Ridge & Clear Lake outdoor railroad. Jack photographed the road's 2-4-4T at Nobrook Trestle.





The Allegheny Mountains are the setting for Dudley Ross's Chesapeake & Ohio layout. Here, C&O 2-8-4 no. 2740 leads a string of refrigerator cars past the tower at Alleghany as railroaders give the train a roll-by inspection. Bernard Kempinski photographed the N scale scene.

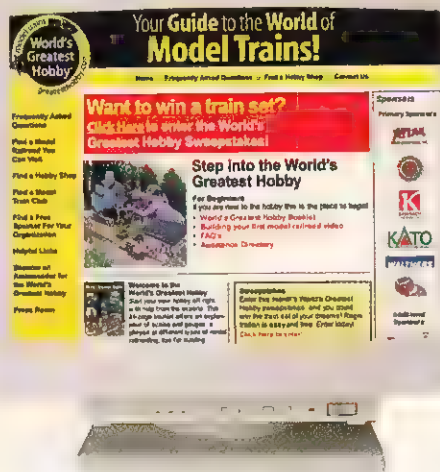




If Frank Miller's Cascade Lines looks familiar, it's because he based his O scale layout on Frank Ellison's famous Delta Lines. In this scene Pennsylvania RR class H10 2-8-0 no. 5906 moves a solid coal train past a mine built from a Jack Work feature in *Model Railroader* in 1959. Paul Dolkos took the photo.

It's March 1967 and passenger service is still going strong on the Utah Colorado Western. Today two SD35Ps are the power for westbound no. 11, seen here pulling up to the Shasta depot. Tommy Holt photographed the HO scale scene. Jim French kitbashed the depot using two American Model Builders laser-cut wood kits.

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3D Train Stuff16
4Nscale.com18

A

AAA Precision Turntables9
Adair Shops125
Albion Software132
Allentown Train Meet21
Allied Model Trains115
American Beauty Soldering Tool16
American Model Builders55
American Models133
Amherst Railway Society, Inc.28
Aspen Model, Inc.26
Atheam7
Atlanta Trains30
Atlas Model Railroad Co., Inc.2, 106
Axian Technology131
Aztec Manufacturing133

B

B C Enterprises131
B T S55
Bachmann Industries, Inc.14-15
Badger Air Brush Co.34, 103
BC Junction133
Becker's Model Railroad Supply131
Blair Line54
Bollinger Edgerly Scale Trains54
BPL Brass Works106
Bragdon Enterprises131
Branchline Trains8
Brilliant Hobbies22
Broadway Limited Imports17, 85
Buyglue.com132

C

The Caboose133
Caboose Hobbies32
California Roadbed Co., Inc.134
Campbell Scale Models, Inc.55
Centerline Products, Inc.43
Central Valley Models55
Champion Decal Co.9
Chinook & Hobby West133
Chooch Enterprises44
Circuitron16
City Classics34
Classic Toy Trains magazine125
Clover House115
Colorado Model Structures131
Con-Cor International38
Craftsman Kit Marketplace54-55
CTI Electronics119
Custom Model Railroads119
CVP Products104

D

D S Railroad Co.132
Dale's Rails24
Dan's Train Depot29
Dash Railroaders103

Dave's Depot20
Davis Trains123
DCC By Dave133
DCC Specialties134
deLuxe innovations109
DeMar Electronics122
Design Preservation Models110
Diamond Scale Products55
Digitrax86
DLA118
Downtown Deco54

E

Eraser Company Inc., The110
Euro Rail Hobbies & More28
Evergreen Scale Models30

F

Factory At Franklin115
Fantasonics Engineering20
First Hobby120
First Place Hobbies44
Frechman River Model Works134
Full View Displays133

G

Grand Scale Railroad Sig. Inc.18
Grandt Line Products54
Great American Train Show (Gats, LTD)28
Great Model Railroads magazine19
Greenberg's Train Show52
Greenway Products132
Gunnings Hobbies131

H

H & R Trains, Inc.30
H Gerstner & Sons54
Haddon Software132
Hartford Products, Inc.133
Hawkins Rail Services119
Helmuts40
hobbyretailer.com118
Hobby Surplus Sales43
Hobbyland34

I

Inkfarm.com132
Innovative Train Technology118
International Hobbies9
International Hobby Corp.99, 100-101
Internet Hobbies, Inc.36
InternetTrains.com110

J

J L Innovative Design54
John Eberle's Digistar DCC106
John Palecki Structures131
John's Hobbies35
Jordan Products106

K

Kadee Quality Products Co.104, 110
Kato USA, Inc.145
Allen Keller Productions26
Key Imports, Inc.41
KingMill Enterprises106

L

Laster Hobbies132
Lenz Digital Plus38
LGB Of America23
Life-Like Products, Inc.25, 33
Loy's Toys35

M

Mailcar Hobbies34
Main Street Graphics22
Manhattan Trains41
Max Model Trains18
MB Klein22
McHenry44
Mesa Verde Railroad Co.31
Micro Engineering119
Micro-Mark Tools103
Micro-Trains Line32
Midwest Products, Inc.118
Mitchell's Family Store36
Mizell Trains45
Model Die Casting44
Model Railroader Books107, 121, 124
Model Railroader magazine117
Model Railroader Photo Contest87
Model Railroader Special Issue27
modelrailroader.com41
Model Rectifier Corp.146
Modelbuilder.info21
Modellbahn Ott, Inc.118
MTH Electric Trains93
Muir Mechatronics131
My Memoirs134

N

NCE Corp.20
New England Hobby Supply123
Nicholas Smith Trains109
NKP Car55
Northeastern Scale Lumber Co.132
Northeastern Scale Lumber Co.54
Northern Scale Models132
NorthWest Short Line119
Nucomp Miniatures36

O

Old & Weary Car Shop54
Overland Models, Inc.8

P

P B L44
Parkade Hobbies24
Perfect Pines24
plaster.com24
Plastruct, Inc.26
Progressive Model Design134

R

R & S Enterprises40
Rail Graphics44

Rail Scale Miniatures54
Raildreams, Inc.35
Railpub.com132
Railroad Hobbies104
Railtown Windows134
Railway Classics38
Ready to Roll, Inc.9
RF System Lab.40
Roundhouse Hobbies118

S

S Gaugian131
Sandia Software123
Scale Models Arts & Tech, Inc.28
Scenic Express42
Schrader Enterprises37
Shelf Layouts Company133
Showcase Express42
Sievers Benchwork117
Signature Press125
Signs Galore30
SJT Enterprises125
Skytop Scale Graphix132
Smokey Mountain Miniatures37
Softtrack131
Soundtraxx45
Standard Hobby Supply105
Steve's Depot123
Stewart Hobbies, Inc.123
Strasburg Rail Road Shops45
Sunshine Models54
Surrey Custom Models55

T

T A M R115
TDP, Inc.43
The Hobby Show21
The N Scale Architect55
Tony's Train Xchange8
Trains magazine108
Trackside Prints & Hobbies132
Trainfest 20049
TrainStyles115
Traintown of Canada133
Trainworld46-49
Trans Europe Enterprises42

U

Ultimate Display Cases, Inc.35

V

Valley Model Trains55
VTD Rail Publishing43

W

Wm. K. Walthers, Inc.3, 31, 39, 111
Woodland Scenics37, 119
World's Greatest Hobby104, 117, 125, 130
World's Greatest Hobby on Tour52

X

Xuron37

Y

Yesteryear Models35

Model Railroad is Fun!

David Popp



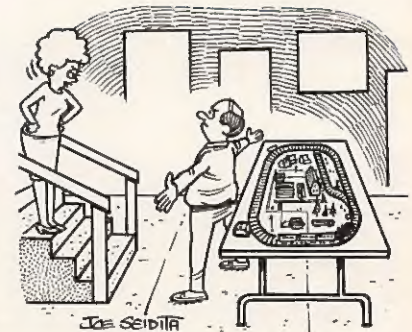
Teacher Miles Hale (standing) appears with a recent graduating class from his Model Railroad University. Wesley Shankland photo

Model Railroad University

Want to learn the skills needed to build a model railroad? In what could be considered a model railroader's ultimate "adventure vacation," you can attend Miles and Fran Hale's Model Railroad University and do just that! The school offers three different courses of study that combine to cover nearly everything you need to know to build a layout from the floor up.

"The concept behind the school is to provide enough knowledge through demonstrations and hands-on experience that the students can then go home and build a layout," explains Miles. "The idea is that they won't have to spend 30 years learning the tricks and skills of a model railroader, like I did."

Each of the three-day-long sessions covers a different part of lay-



"I'm sorry, but with Thanksgiving company coming, we need that big folding table!"

out construction, and students are provided a set of supplies specific to their scale preference. Some of the lessons the beginning course teaches students include how to build benchwork, lay and wire track, install switch motors, and use various train-control systems. The students also get experience hand-laying track as well as building and maintaining rolling stock.

For more information about the school, course selection, and current class schedules, contact the Hales at Model Railroad Builders, 1903 Hurstbourne Circle, Louisville, KY 40220 or visit the Web site at modelrailroadinguniversity.com.



Model Retailer editor Hal Miller (right) shows his O scale locomotive model to fellow employee Gregg Voss, during Take a Model Train to Work Day last year.

Trains at work

Don't forget that November is National Model Railroad Month. As part of this year's celebration, Friday, November 12, will be Take a Model Train to Work Day. Invite discussion about the hobby with your co-workers by taking one

of your favorite model railroad pieces to work with you. Simply by setting the model on your desk or at your workstation, you're sure to get questions and compliments. You may be pleasantly surprised to find there are fellow employees who have similar interests.

Some people, however, like to take the "model trains to work" idea a bit further. Last year, Philip Howe brought not just a train, but an entire portable S scale layout to work! Philip is an administrative judge at the Defense Office of Hearings and Appeals (a part of the Department of Defense), in Arlington, Va., and reports that the reception to the layout was fantastic. His fellow judges all had stories of having trains when they were younger, and everyone enjoyed running the train around the railroad.

Don't have an office? That didn't stop Joe Bohannon from participating last year. Joe is a traveling salesman, so he took his train on the road with him. To celebrate the day, he placed a locomotive and a card with model railroading information on the dashboard of his vehicle for all to see wherever he parked.

Whatever you decide to do, taking a model train to work is a great way to share the hobby with others.



PRECISION RAILROAD MODELS

October

HO Budd Corrugated Business Car Arriving This Month



Item #	Description	MSRP
35-6003	CB&Q "Burlington"	\$48.00
35-6011	AT&SF "Santa Fe #50"	\$48.00
35-6012	UP* "Sunset"	\$50.00*

- ✓ Removable Truck Top Frame for operation on tighter curves

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HO EMD SD38-2



Expected In January

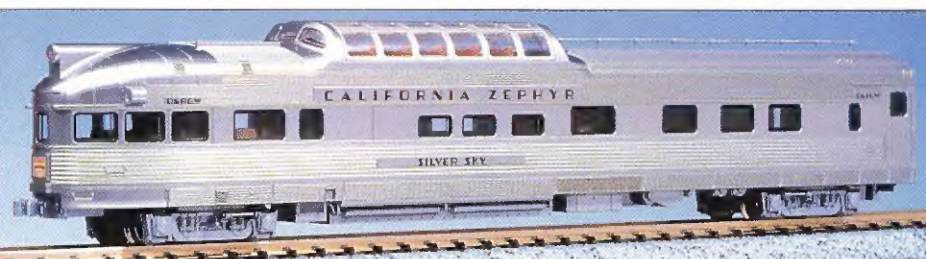
Roadname/Eng #	Fuel	Truck	Brake
Item #	Paint Scheme	Tank	Type Hatch
37-6531	Duluth, Missabe & Iron Range	210	\$140.00
	Maroon/Gold	4000gal.	w/DB
37-6481	Duluth, Missabe & Iron Range	215	\$140.00
	Maroon/Gold	3200gal.	w/DB
37-6482	Elgin, Joliet & Eastern	659	\$140.00
	Orange	3200gal.	w/DB
37-6483	Elgin, Joliet & Eastern	665	\$140.00
	Orange	3200gal.	w/DB
37-6491	U.S. Steel 1		\$140.00
	Blue/Green	3200gal.	w/DB
37-6490	Undecorated	3200gal.	\$140.00
		w/both DB & Non-DB	
37-6521	Chicago & North Western	6652*	\$145.00*
	Operation Lifesaver	4000gal.	Non-DB
37-6522	Chicago & North Western	6656*	\$145.00*
	Yellow/Green	4000gal.	Non-DB
37-6501	Union Pacific	2801*	\$145.00*
	Yellow/Gray	3200gal.	Non-DB
37-6502	Union Pacific	2804*	\$145.00*
	Yellow/Gray	3200gal.	Non-DB
37-6511	Union Pacific	Y833*	\$145.00*
	Lightning Bolt	4000gal.	w/DB
37-6512	Union Pacific	Y835*	\$145.00*
	Lightning Bolt	4000gal.	w/DB

Expected MSRP shown.

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N California Zephyr 11-Car Set Expected In October

Item #106-055
MSRP \$250.00



Preproduction model pictured

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- ✓ Install our optional Interior Lighting Kit with new white LED (single car kit #11-209 \$10.00 MSRP, or six car kit #11-210 \$50.00 MSRP) for added realism. Each comes with filter(s) included to modify white light to amber hue.
- ✓ Display **UNITRACK** included.

N EMD F3 with Passenger Pilot Chicago, Burlington & Quincy

Expected In October

Item #	Description	MSRP
106-0306	A+B Two-Unit Set #9960A - #9960B	\$170.00
176-1301	Individual A-Unit #9960C	\$ 85.00



Prototype photo Electro-Motive Division of General Motors, collection of James W. Kerr

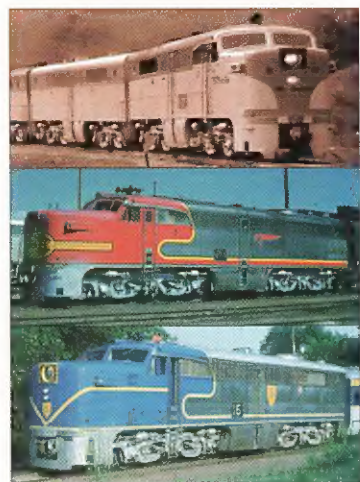
- ✓ KATO Magnetic Knuckle Couplers
- ✓ DCC-Friendly Mechanism

N ALCO PA-1/PB-1 Expected In November

Item #	Description	MSRP
106-0503	Denver & Rio Grande Western* PA-1+PB-1 Two-Unit Set #6001+#6002 Silver with Gold Nose	\$190.00*
106-0504	Atchison, Topeka & Santa Fe PA-1+PB-1 Two-Unit Set #52L+#52A Red and Silver Warbonnet	\$184.00
106-0505	Delaware & Hudson PA-1+PB-1 Two-Unit Set #16+#19 Blue and Silver Warbonnet	\$184.00
176-4101	Denver & Rio Grande Western* Single PA-1 #6003 Silver with Gold Nose	\$ 95.00*
176-4102	Atchison, Topeka & Santa Fe Single PA-1 #54L Red and Silver Warbonnet	\$ 92.00

- ✓ KATO Magnetic Knuckle Couplers
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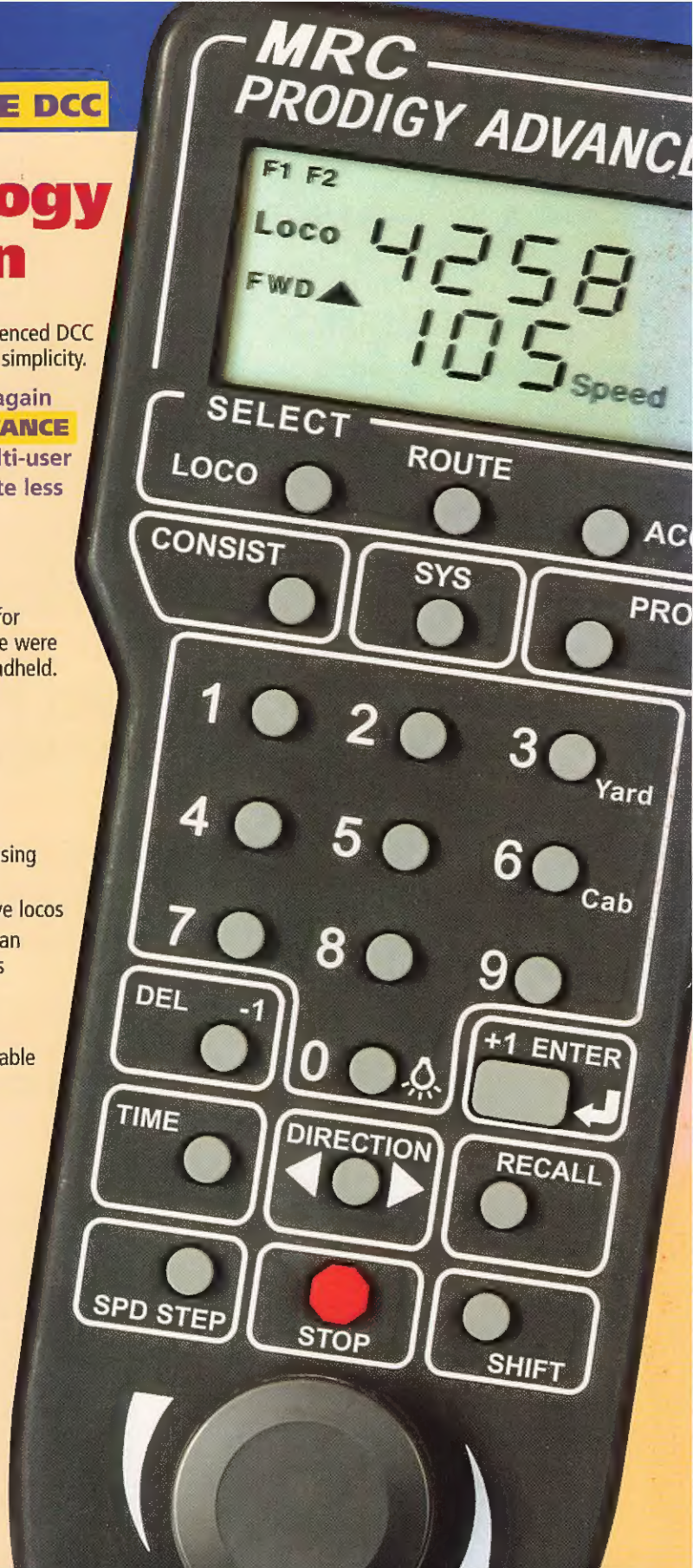
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